

DOMINION OF CANADA

REPORT

OF THE

DEPARTMENT OF TRADE AND COMMERCE

FOR THE

FISCAL YEAR ENDING MARCH 31

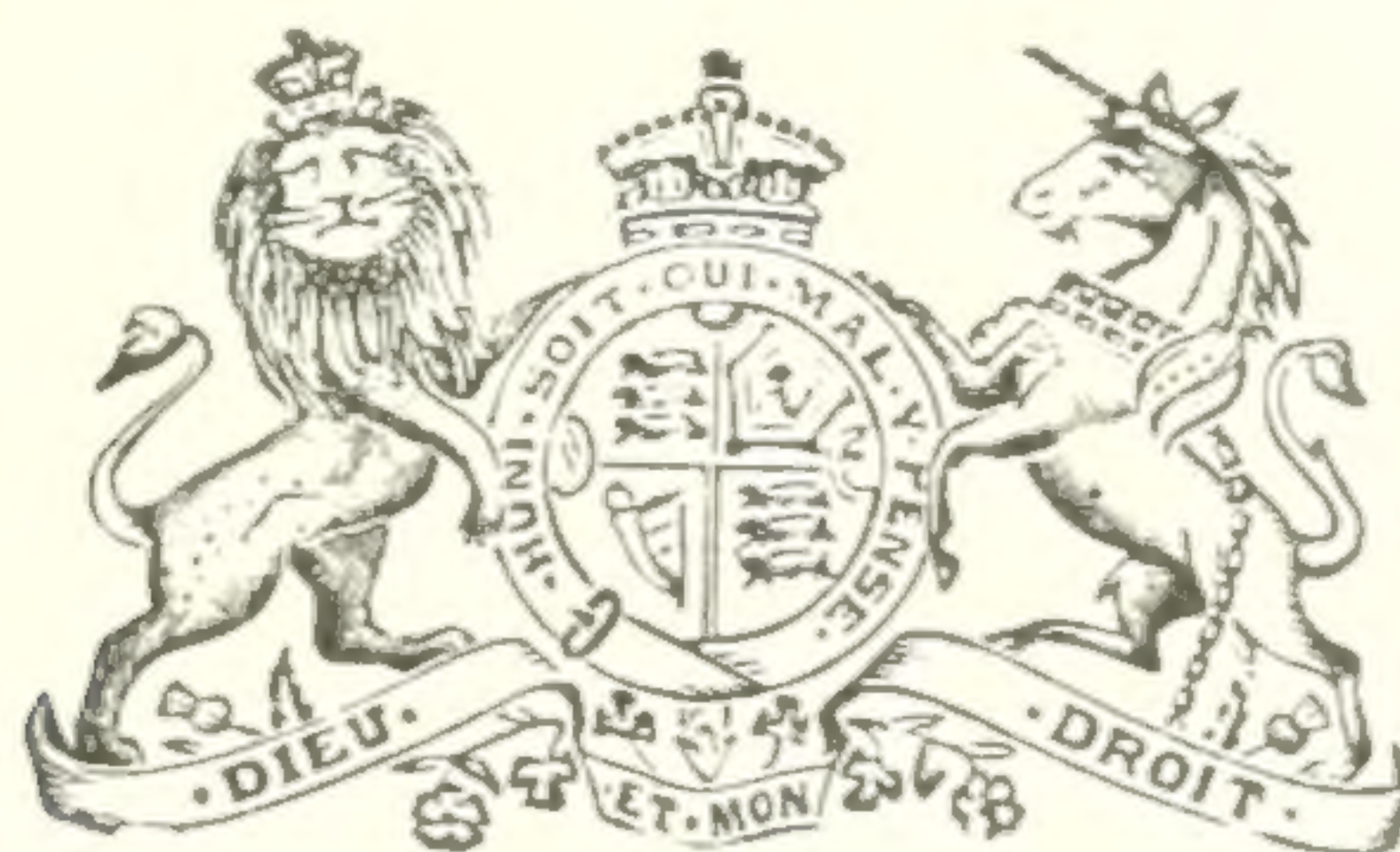
1915

PART VI

SUBSIDIZED STEAMSHIP SERVICES

WITH STATISTICS SHOWING STEAMSHIP TRAFFIC TO DECEMBER
31, 1915, AND ESTIMATES FOR FISCAL YEAR 1916-17.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA

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EXCELLENT MAJESTY.

1916.

EXPLANATION OF ESTIMATES for the year ending March 31, 1917, as compared with those for the year ending March 31, 1916, with statements of services rendered and expenditures to December 31, 1915, on account of Mail Subsidies and Steamship Subventions.

XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

Amount to be voted. \$2,641,934 00

Page No.	Vote No.		1915-16.	1916-17.
		ATLANTIC OCEAN.	\$ cts.	
5	156	Annapolis, London or Hull.....	5,000 00	5,000 00
6	157	Canadian Atlantic ports and Australia and New Zealand.....	140,000 00	140,000 00
8	158	Canada and Great Britain.....	1,000,000 00	1,000,000 00
12	159	Canada and Cuba.....	25,000 00	25,000 00
13	160	Canada and Newfoundland.....	70,000 00	70,000 00
15	161	Canada, the West Indies and South America.....	340,666 66	340,666 66
19	162	Canada and South Africa.....	146,000 00	146,000 00
21	163	Halifax, St. John's, Nfld. and Liverpool.....	20,000 00	20,000 00
24	164	Montreal, Quebec and Manchester (in summer) and St. John, Halifax and Manchester (in winter).....	35,000 00	35,000 00
27	165	St. John, Dublin and Belfast (winter).....	7,500 00	7,500 00
29	166	St. John and Glasgow (winter).....	15,000 00	15,000 00
30	167	St. John, Halifax and London (winter).....	15,000 00	15,000 00
32	168	St. John, Halifax and London.....	25,000 00	25,000 00
		PACIFIC OCEAN.		
37	169	Canada, Australia or New Zealand, or both (Pacific).....	180,509 00	180,509 00
39	170	Canada, China and Japan.....	253,333 34	253,333 34
41	171	Prince-Rupert and Queen Charlotte Islands.....	16,000 00	16,000 00
42	172	Victoria and San Francisco.....	3,000 00	3,000 00
44	173	Victoria, Vancouver and Skagway.....	12,500 00	12,500 00
45	174	Victoria and West Coast Vancouver Island.....	5,000 00	5,000 00
47	175	Vancouver and Northern ports of British Columbia.....	16,800 00	16,800 00
		LOCAL SERVICES.		
51	176	Baddeck and Iona.....	5,825 00	5,825 00
52	177	Charlottetown, Victoria and Holliday's Wharf.....	2,500 00	2,500 00
53	178	Froude's Point and Lockeport, N.S.....	600 00	600 00
54	179	Gaspé Basin and Dalhousie or Campbellton.....	20,000 00	20,000 00
56	180	Grand Manan and the mainland.....	10,000 00	10,000 00
57	181	Halifax and Canso.....	5,000 00	5,000 00
59	182	Halifax and Newfoundland via Cape Breton ports.....	10,000 00	10,000 00
61	183	Halifax, Mahone Bay, Tancook Island and La Have River.....	4,000 00	4,000 00
62	184	Halifax and Spry Bay.....	4,000 00	4,000 00
64	185	Halifax, South Cape Breton and Bras d'Or Lakes.....	4,000 00	4,000 00
66	186	Halifax and West Coast Cape Breton.....	4,000 00	4,000 00
67	187	Halifax and Sherbrooke.....	2,000 00	2,000 00
68	188	Kenora and Fort Frances.....	8,000 00	8,000 00
69	189	Mainland and Magdalen Islands.....	18,000 00	18,000 00
71	190	Mulgrave and Canso.....	6,500 00	6,500 00
72	191	Mulgrave and Guysboro.....	5,500 00	5,500 00
74	192	Newcastle, Neguac and Escuminac, Miramichi River and Bay.....	2,500 00	2,500 00
75	193	Pelee Island and the Mainland.....	8,000 00	8,000 00
78	194	Petit de Grat and I.C.R. terminus at Mulgrave.....	7,000 00	7,000 00
79	195	Petitcodiac River, Moncton and way ports.....	2,500 00	2,500 00
80	196	Pictou, Montague, Murray Harbour and Georgetown.....	6,000 00	6,000 00
82	197	Pictou, New Glasgow, Antigonish County & Mulgrave.....	1,000 00	1,000 00
83	198	Pictou, Mulgrave and Cheticamp.....	7,500 00	7,500 00
85	199	Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain... ..	6,500 00	6,500 00
86	200	Prince Edward Island, Cape Breton and Newfoundland.....	16,500 00	16,500 00

EXPLANATION OF ESTIMATES for the year ending March 31, 1917—*Continued.*

Page No.	Vote No.		1915-16.	1916-17.
LOCAL SERVICES— <i>Concluded.</i>				
89	201	Prince Edward Island and the mainland.....	12,500 00	12,500 00
90	202	Quebec and Harrington.....	28,000 00	28,000 00
92	203	Quebec and Gaspé Basin.....	8,500 00	8,500 00
94	204	Quebec and Isle of Orleans.....	4,500 00	4,500 00
95	205	Riviere du Loup, Tadousac and North Shore ports.....	6,000 00	6,000 00
97	206	Riviere du Loup, Tadousac and St. Lawrence ports (winter)....	8,000 00	8,000 00
98	207	St. Catharines' Bay and Tadousac.....	3,500 00	3,500 00
100	208	St. John and Cumberland Basin.....	3,000 00	3,000 00
101	209	St. John and St. Andrew's, N.B.....	4,000 00	4,000 00
102	210	St. John and Bridgetown.....	2,500 00	2,500 00
103	211	St. John and Digby.....	20,000 00	20,000 00
105	212	St. John, Digby, Annapolis & Granville.....	2,000 00	2,000 00
106	213	St. John, Bay of Fundy and Minas Basin.....	8,000 00	8,000 00
108	214	St. John, Westport and Yarmouth.....	8,500 00	9,200 00
110	215	St. Stephen, N. B., St. Croix River, Deer Island and Campobello.....	6,000 00	6,000 00
112	216	Sydney and Bay St. Lawrence.....	6,000 00	6,000 00
113	217	Sydney and Whycocomagh.....	3,000 00	3,000 00
115	218	Sydney and East Coast Cape Breton.....	5,500 00	5,500 00
117	219	Expenses of supervision.....	3,000 00	3,000 00
			2,641,234 00	2,641,934 00
AUTHORIZED BY STATUTE.				
39		Canada, China and Japan (1-2 Geo. V, Chap. 25).....	121,666 66	121,666 66
117		Canada and France (8-9 Ed. VII, Chap. 36).....	200,000 00	200,000 00
			2,962,900 66	2,963,600 66
			+	

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ATLANTIC OCEAN SERVICES

ANNAPOLIS AND LONDON OR HULL, ENGLAND, OR BOTH.

THE UNITED FRUIT COMPANIES, LTD., OF NOVA SCOTIA.

Contract No. 38.

T. & C. File No. 14120.

Vote 156.—Steam Service between Annapolis and London or Hull, England, or both—

1915-16..	\$5,000
1916-17..	\$5,000

Contractors.—The United Fruit Companies, Ltd., of Nova Scotia, of Berwick, N.S.*Contract Dated.*—July 24, 1913.*Duration of Contract.*—October, 1913, to March 31, 1914. (This contract has not been renewed.)*Service.*—First steamer to leave Annapolis Royal prior to October 30, 1913. Not more than five voyages to be run.*Ports of Call.*—Annapolis and Digby, N.S., and London or Hull, and also any foreign ports permitted by the Minister from time to time.*Speed Required.*—Not less than 10 knots.*Carriage of Fruit.*—The fruit or other perishable produce shipped on each voyage must be delivered at the port of destination in good and satisfactory condition as far as proper stowage and ventilation are concerned.*Subsidy.*—\$1,000 per voyage.*Mails.*—Not required to carry mails.*Distance.*—Annapolis to Hull, 3,250 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Trips Run	Passengers Carried.	Freight Carried.	Subsidy Paid.
				\$
1908.....	2	Nil.	16,908 barrels of apples	2,000
1909.....	3	Nil.	27,398 barrels and 547 boxes apples.	3,000
1910.....	1	Nil.	11,634 barrels and 150 boxes apples.	1,000
1911.....	2	1	17,578 barrels of apples	2,000
1912.....	No service was performed.			Nil.
1913.....	No service was performed.			Nil.
1914.....	4		35,125 barrels of apples	*4,000
1915.....	No service was performed.			

From 1908 to 1911 inclusive this service was performed by the Acadia S.S. Co., of Annapolis Royal, N.S.

* Paid for 4 trips from Halifax to Liverpool or Glasgow under authority of Order in Council dated March 31, 1915. Amount voted in supplementary estimates for 1914-15.

6 GEORGE V, A. 1916

CANADIAN ATLANTIC PORTS AND AUSTRALIA AND NEW ZEALAND.

NEW ZEALAND SHIPPING CO., LTD.

Contract No. 46.

T. & C. File No. 15928.

Vote 157.—Steam service between Canadian Atlantic ports and Australia and New Zealand—

1915-16..	\$140,000
1916-17..	\$140,000

Contractors.—New Zealand Shipping Co., Ltd., of New Zealand. (Canadian address: 213 Board of Trade building, Montreal, Que.)

Contract Dated.—December 17, 1915.

Duration of Contract.—Close of navigation on the St. Lawrence in 1915, to the corresponding time in 1916.

Service.—Monthly, sailing on or about the 20th day of each month.

Ports of Call.—(a) During the season of open navigation on the St. Lawrence, from Montreal to the ports, or any three of the ports, of Auckland, Wellington Lyttleton and Dunedin, N.Z., and the ports of Melbourne and Sydney, Aus., calling at such other ports in New Zealand or Australia as the contractors may desire.

(b) During the season of closed navigation on the St. Lawrence, from St. John, N.B., calling at Halifax, and thence proceeding to the ports in New Zealand and Australia mentioned in paragraph (a).

Speed and Capacity Required.—10 knots, each ship to be capable of carrying 7,500 tons at 40 cubic feet to the ton.

Subsidy.—\$140,000 per annum, payable in monthly instalments of \$11,666.66

Cold storage.—Steamers to be fitted with reasonable cold storage accommodation should occasion warrant.

Deduction for Short Cargo.—An average cargo of 5,000 tons on each monthly trip is to be carried throughout the year; and \$2 is to be deducted from the subsidy at the end of each year for every ton short of the total measurement or weight which should have been carried upon such number of sailings as may have been performed, based upon the said 5,000 tons per voyage.

Mails.—To be carried free.

Trade Commissioners.—To be carried free.

Intercolonial Railway Clause.—Included.

DISTANCES.

	Miles.
St. John to Melbourne..	12,435
Halifax to Melbourne..	12,250
Montreal to Melbourne..	12,895
Melbourne to Sydney..	575
Sydney to Auckland..	1,275
Auckland to Wellington..	555
Wellington to Lyttleton..	175
Lyttleton to Dunedin..	181
Distance between terminal ports—Summer..	15,656
Winter..	15,303

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger accommodation.	Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In.	Of.
	Ft.	Ft.	Ft.					Cu. ft.		Knots			
Karamea....	420	54	28.6	3,553	5,564	5,600	20	.....	505	12	Newcastle....	1899	Steel.
Ruapehu....	457.3	58.2	30.8	5,069	7,885	9,880	80	260,040	550	12	Dumbarton...	1901	Steel.
Rangatira....	478	61.1	31.3	4,750	7,465	10,370	Nil.	297,630	920	13	Belfast.....	1910	Steel.
Tongariro....	457	58	30.5	5,220	8,073	10,192	80	275,940	883	12	Newcastle....	1901	Steel.
Matatua....	448	56.5	30.6	4,179	6,488	9,203	Nil.	259,840	800	12	Belfast.....	1904	Steel.
Whakatane..	420	54	28.7	3,686	5,754	8,775	Nil.	221,000	491	10½	Newcastle....	1900	Steel.
Mamari.....	455.4	56.4	30.6	5,223	8,114	9,090	Nil.	280,040	808	13	Belfast.....	1904	Steel.
Ashburton...	392.3	50.1	26.4	2,833	4,445	7,660	Nil.	Nil.	485	10	Glasgow.....	1905	Steel.
Berwick Law	404.2	53	25.6	2,939	4,680	8,435	Nil.	Nil.	486	10	Glasgow.....	1911	Steel.
Waiwera.....	425.7	54.1	29.8	4,025	6,237	8,527	Nil.	240,680	678	11½	Dumbarton...	1899	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	FREIGHT CARRIED (OUTWARDS).		Live Stock.	Mails.	Subsidy Paid.
			Weight.	Measurement.			
			Tons.	Tons.			\$ cts.
1910.	8	Nil.	11,458	45,014	Nil.	Nil.	80,000 00
1911.	12	1	12,304	73,640	Nil.	Nil.	120,000 00
1912.	12	15	18,011	75,201	10	Nil.	120,000 00
1913.	12	3	10,901	69,792	24	Nil.	121,666 66
1914.	12	Nil.	44,245	74,569	Nil.	Nil.	140,000 00
1915.	10	1	29,024	64,234	Nil.	Nil.	116,666 66

No Inward passengers or cargo are carried.

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			WEST INDIAN AND NEWFOUNDLAND ORIGIN.			TOTAL.		
	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.
			\$			\$			\$			\$
1912.....	2,791	71,232	2,970,284	15,067	3,966	881,859	148	3	37,617	18,016	75,201	3,889,760
1913.....	4,170	59,515	3,364,605	6,661	10,200	1,150,674	70	77	40,888	10,901	69,792	4,556,167
1914.....	44,097	68,265	4,621,301	96	6,287	960,713	52	17	26,435	44,245	74,569	5,608,449
1915.....	28,184	60,133	4,591,310	634	4,053	698,363	206	48	130,555	29,024	64,234	5,420,228

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Lumber, automobiles and parts thereof, calcium carbide, chair stock, paper, sole leather, agricultural implements, rubbers, iron pipe, hardware, cattle, clothes pins, seed, fruit jars, corsets, cereal foods, wire, steel rails and organs.

Of United States Origin.—Cereal foods, machinery, automobiles and parts thereof, steel rails, organs, lumber, fruit jars, roofing paper, shoe polish, wire and sewing machines.

Of West Indian Origin.—Coffee, cocoa, pimento, ginger and cassava products.

CANADA AND GREAT BRITAIN.

Contract No. 1.
T. & C. File 15675.

ALLAN LINE. CANADIAN PACIFIC RAILWAY.

OCEANIC STEAM NAVIGATION CO., LTD.

Vote 158.—Ocean and mail service between Great Britain and Canada.

1915-16.. . . . .	..\$1,000,000
1916-17.. . . . .	..\$1,000,000

Contractors.—The Allan Line Steamship Co., Ltd. (H. & A. Allan, Agents),
Montreal, Que.

The Canadian Pacific Railway Co. (Atlantic Steamship Lines),
Montreal, Que.

The Oceanic Steam Navigation Co., Ltd. (John Torrance, Manager,
White Star Dominion Line), Montreal, Que.

Contract dated.—May 1, 1915.

Duration of contract.—From May 1, 1915, to the close of navigation in 1915.

Service.—Making two full round trips each week during the whole season of open St. Lawrence navigation, the sailings to be as set forth in the schedule attached to the contract.

The return sailings from Great Britain shall be as per said schedule, twice each week, in such a way as shall be satisfactory to the Minister.

Ports of call.—

1. In Canada—Quebec or Montreal, at the option of the contractors.
2. In Great Britain—Liverpool; though the steamships *Pretorian* and *Corsican* may proceed to or sail from Glasgow.

Mails.—To be carried free.

Landing of mails at Rimouski.—On westbound voyages the mails destined for points east of Rimouski shall be delivered from the respective steamships at Rimouski to tenders supplied by the Post Office Department.

Transportation of passengers at Rimouski.—The landing of passengers at Rimouski from westbound mail steamers shall be done by the Government on a basis of five dollars per trip, irrespective of the number of passengers landed.

Speed required.—All steamers are to run at their best available speed. It is understood that their respective rates of speed are as follows:—

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	Knots.
<i>Metagama</i>	15½
<i>Pretorian</i>	13
<i>Grampian</i>	15
<i>Missanabie</i>	15½
<i>Scandinavian</i>	15
<i>Hesperian</i>	15
<i>Northland</i>	15
<i>Corsican</i>	15
<i>Megantic</i>	16½

Should any of the steamships owned by the contractors, and named in the Canada—Great Britain Steamship Service contract dated May 7, 1914, be released by H.B.M. Admiralty, each of such steamships shall, as soon as possible, be used to replace one of the steamships named in the above schedule. The *Pretorian* must be the first vessel withdrawn, and thereafter the Minister is to have the option of declaring which vessels are to be replaced.

Subsidy.—\$5,291 for each round voyage; provided that the subsidy for the round voyage of the *Pretorian* from Glasgow, April 24th, shall be \$5,291, and the subsidy for all subsequent round voyages of the *Pretorian* shall be \$4,585.53 per round voyage.

Cold storage.—The handling, loading, stowing and unloading of any fruit, butter, cheese, meats or other perishable products shall be subject to and under the supervision of a cargo inspector appointed for the purpose by the Minister of Agriculture, Ottawa.

Passenger and Freight Rates.—Passenger fares and freight rates from Canada to ports in the United Kingdom are not to exceed the rates from New York to the same ports on vessels of similar class. There must be no discrimination against Canadian merchants or shippers, or against immigrants to Canada, or against any Canadian port.

Intercolonial Railway Clause.—Not included.

Canadian Trade Commissioners.—To be carried free.

DISTANCES.

	Miles.
Montreal to Quebec	139
Quebec to Rimouski.. . . .	183
Rimouski to Liverpool (via Belle Isle).. . . .	2,438
Rimouski to Liverpool (via Cape Race).. . . .	2,638
St. John to Halifax.. . . .	292
Halifax to Liverpool.. . . .	2,595

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
ALLAN LINE.															
Corsican.....	500·3	61·2	38·0	7,272	11,419	6,000	150	300	1300	24,270	1440	15	Whiteinch...	1907	Steel.
Grampian.....	485·7	60·2	38·1	7,033	10,947	6,100	150	250	1000	23,320	1262	15	Linthouse...	1907	Steel.
Hesperian.....	485·5	60·2	30·2	7,013	10,920	6,100	150	250	1000	23,320	1262	15	Linthouse...	1908	Steel.
Pretorian.....	436·9	53·1	29·7	4,855	7,654	7,500				7,326	799	13	Hartlepool...	1901	Steel.
Scandinavian.	550·3	59·3	43·9	7,730	12,099	8,158	Nil.	500	720	19,688	1313	16	Belfast.....	1898	Steel.
CANADIAN PACIFIC RAILWAY (Atlantic Steamship Lines).															
Missanabie....	500·6	64·2	37·9	7,727	12,469	8,000	Nil.	520	1200	46,070	725	15½	Whiteinch...	1914	Steel.
Metagama....	500·6	64·2	37·9	7,727	12,469	8,000	Nil.	520	1200	46,070	725	15½	Whiteinch...	1914	Steel.
OCEANIC STEAM NAVIGATION CO., LTD.															
Megantic.....	550·4	67·3	41·2	9,183	14,878	8,790	360	472	1070	27,260	1677	16½	Belfast	1909	Steel.
Northland....	561·6	60·2	38·2	7,511	11,905	10,800	Nil.	458	1233	Nil.	1627	15	Glasgow.....	1901	Steel.

TRAFFIC RETURNS.

Calendar Year.		No. of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live stock.	Mails.		Subsidy Paid.
						Lock Bags	Tied Sacks.	\$ cts.
1907			60,395	162,489		Not Stated.		555,432 47
1908			78,117	235,426		58,377	56,766	578,447 12
1909			72,787	282,859	738	77,638	59,345	582,713 58
1910			86,920	256,542		110,450	51,285	584,233 60
1911		52	88,645	257,509	Nil.	139,207	54,194	560,225 50
1912		52	98,260	312,867		168,791	66,689	549,168 44
1913		117½	191,688	610,348		255,838	88,614	855,721 00
1914		107	147,717	439,325	Nil.	217,204	102,625	724,147 90
Allan Steamers*—								
	East.....		27,284	122,597		26,374	7,975	
	West.....		9,065	51,308	Nil.	64,568	12,488	(To Sept. 30, 1915).
	Total.....	27½	36,349	173,905	....	90,942	20,423	198,392 50
1915 C.P.R. Steamers—								
	East.....		30,823	86,306		28,522	14,495	
	West.....		11,700	49,463	Nil.	68,875	16,729	(To Sept. 30, 1915).
	Total.....	23	42,523	135,769	....	97,397	31,224	138,528 04
Oceanic S. N. Co.—								
	East.....		2,577	19,927		2,775	846	
	West.....		1,762	2,282	Nil.	2,484	418	
	Total.....	4	4,339	22,209	....	5,259	1,264	24,200 32
	Grand Total.....	54½	83,211	331,883	Nil.	193,598	52,911	361,120 86

* Jan. 1 to Sept. 30, 1915. No claim has been received yet for service performed during the remainder of 1915.

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ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	By	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons Weight	Tons Measurement.	Value.	Tons Weight	Tons Measurement.	Value.	Tons Weight	Tons Measurement.	Value.
1912	Allan steamers	43,709	46,446	7,309,626	16,992	14,330	4,016,411	60,701	60,776	11,326,037
	C.P.R. steamers	25,061	13,190	2,868,071	18,454	26	5,005,707	43,515	13,216	7,873,778
	Total....	68,770	59,636	10,177,697	35,446	14,356	9,022,118	104,216	73,992	19,199,815
1913	Allan steamers	123,187	43,547	12,341,602	15,712	4,541	3,865,260	138,899	48,088	16,206,862
	C.P.R. steamers	40,905	14,954	5,131,824	16,115	66	3,863,253	57,020	15,020	8,995,077
	C.N. steamers	7,983	435	2,154,130	2,973	Nil.	837,417	10,956	435	2,991,547
	Oceanic S.N. Co. steamers	67,998	2,585	5,905,072	15,462	33	1,733,976	83,460	2,618	7,639,048
	Total.....	240,073	61,521	25,532,628	50,262	4,640	10,299,906	290,335	66,161	35,832,534
1914	Allan steamers	97,459	27,660	10,241,329	12,696	905	3,238,993	110,155	28,565	13,480,322
	C.P.R. steamers	33,129	1,954	5,752,587	9,925	479	3,473,813	43,054	2,433	8,226,400
	C.N. steamers	8,727	315	1,795,697	1,616	Nil.	621,913	10,343	315	2,147,610
	Oceanic S.N. Co. steamers	32,471	3,857	4,149,418	6,297	823	1,689,117	38,768	4,680	5,838,535
	Total....	171,786	33,786	21,939,031	30,534	2,207	8,023,836	202,320	35,993	29,962,867
1915	Allan steamers	74,916	14,678	15,339,859	29,739	3,264	10,382,211	104,655	17,942	25,722,070
	C.P.R. steamers	42,480	7,940	15,007,914	34,821	1,065	14,096,136	77,301	9,005	29,104,050
	Oceanic S.N. Co. steamers	9,973	3,894	1,671,230	5,993	67	2,035,832	15,966	3,961	3,707,062
	Total....	127,369	26,512	32,019,003	70,553	4,396	26,514,179	197,922	30,908	58,533,182

PRINCIPAL ARTICLES EXPORTED.

BY ALLAN LINE STEAMERS.

Of Canadian Origin.—Meats, canned salmon, codfish, cheese, apples, canned apples, wheat, flour, oatmeal, linseed cakes, hay, leather, furs, lumber, deals, organs, zinc dross, silver ingots, lobsters, bacon and electric goods.

Of United States Origin.—Meats, poultry, lard, cottons, dried plums, hog hair, wheat, flour, oatmeal, yarn and crude potash.

BY C. P. R. STEAMERS.

Of Canadian Origin.—Asbestos, copper-nickel matte, silver ore, silver ingots, aluminum ingots, lumber, meats, leather, cheese, wheat flour, oatmeal, apples, zinc dross, sal ammoniac skimmings, raw furs, scrap brass, pulpboard, wool, salmon, rags, bacon, hay, organs and parts thereof, agricultural implements, acetate of lime and linseed cake.

Of United States Origin.—Meats, lard, cereal foods, evaporated plums, doors, wheelbarrows, canned crabs, provisions, washboards and dressed poultry.

BY OCEANIC STEAM NAVIGATION CO., LTD.

Of Canadian Origin.—Silver ingots, raw furs, wheat, flaxseed, cheese, frozen salmon, lumber, oatmeal, rolled oats, flour, bacon and ham, organs, rags, leather, oil cake meal, paper, fruit, hay and wood handles.

Of United States Origin.—Meats and lard.

CANADA AND CUBA.

ELDER, DEMPSTER AND CO., LTD.

Contract No. 43.
T. & C. File No. 13213.

Vote 159.—Steam Service between Canada and Cuba—

1915-16.. . . . .	.. ..\$25,000
1916-17.. . . . .	.. ..\$25,000

Contractors.—Elder, Dempster & Co., Ltd., of Liverpool, Eng. (Canadian address : 318 Board of Trade building, Montreal, Que.)

Contract Dated.—May 10, 1912.

Duration of Contract.—May, 1912, to March 31, 1913. (The contract has not been renewed.)

Service.—Monthly.

Ports of Call.—St. John, N.B., and Havana, Cuba. Contractors had the option of calling at Nassau, in the Bahamas, and at the Bermudas.

Speed required.—10 knots.

Additional Steamships.—Should there be, in the opinion of the Minister, sufficient cargo at St. John to justify the placing of an additional steamship upon the route, the Contractors shall provide such an additional steamship without further subsidy.

Intercolonial Railway Clause.—Included.

Canadian Trade Commissioners.—To be carried free.

Subsidy.—\$1,250 for each trip from St. John to Cuba.

Mails.—To be carried free.

Distance.—St. John to Havana, 1,600 miles.

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DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOM- MODATION.		Refrigerator space.	N. H. P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				At	In	Of
	Ft.	Ft.	Ft.			D. W.			C. F.		Knots			
Bornu.....	345	42.2	23	2,074	3,238	4,300	65	36	Nil.	296	10.5	Barrow.	1899	Steel.
Sokoto...	345	42.2	23	1,969	3,092	4,210	65	24	Nil.	296	10.8	Barrow.	1899	Steel.

TRAFFIC RETURNS.

Year.	No. of Round Trips run.	Pa's'ngers Carried.	FREIGHT CARRIED.		Live Stock.	Mails.	Subsidy Paid.
			Tons. Weight.	Tons. Measure- ment.			
							\$ cts.
1910	8	Nil.	5,888	32,963	Nil.	Nil.	25,000 90
1911.....	9	Nil.	Nil.	35,325	Nil.	Nil.	18,749 97
1912 (June to Dec.).....	7	Nil.	595	4,730	Nil.	7 bags.	8,750 00
Jan. 1 to Mar. 31, 1913.....	3	Nil.	481	1,396	Nil.	Nil.	3,750 00

During 1910 and 1911 the service was performed by Messrs. William Thomson & Co., of St. John, It was an outward service only.

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

CALENDAR YEAR.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons. Weight.	Tons. Measurement.	Value \$	Tons. Weight.	Tons. Measurement.	Value \$	Tons. Weight.	Tons. Measurement.	Value \$
June to Dec. 1912.....	595	4,730	62,967	Nil.	Nil.	Nil.	595	4,730	62,967
Jan. 1 to Mar. 31, 1913....	481	1,396	33,581	Nil.	Nil.	Nil.	481	1,396	33,581

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Fish, potatoes, paper, lumber, hay and oats.

CANADA AND NEWFOUNDLAND.

THE REID NEWFOUNDLAND COMPANY, LTD.

Contract No. 60.

T. & C. File No. 13996.

Vote 160.—Steam Services or Services between Canada and Newfoundland—

1915-16..	\$70,000
1916-17..	\$70,000

Contractors.—The Reid Newfoundland Company, Ltd., of St. John's, Nfld.

Contract Dated.—May 12, 1913.

Duration of Contract.—April 1, 1913, to March 31, 1916.

Service.—One complete round trip each day, except Sunday, between North Sydney and Port aux Basques.

Should Port aux Basques or North Sydney be blocked with ice at any time, the service may, at the opinion of the Contractors, be performed to Placentia, Nfld., and Louisburg, N.S., respectively.

Ports of Call.—North Sydney (or Louisburg), N.S., and Port aux Basques (or Placentia), Nfld.

Speed required.—Not stated.

Subsidy.—\$70,000 per annum, payable quarterly, on June 30, September 30, December 31 and March 31 in each year.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Government Wharves.—Steamers are required to call at Government wharves whenever possible.

DISTANCES.

	Miles.
North Sydney to Port aux Basques..	101
Louisburg to Placentia..	250

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOM- MODATION.			Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length	Breadth.	Depth.	Net.	Gross.	Capacity.	1st. Class.	2nd Class.	3rd Class.				At	In.	Of.
	Ft.	Ft.	Ft.							c.ft.		Kts			
*Bruce	250.4	36.2	23.1	663	1,553	935	75	200		Nil.	521	15½	Glasgow	1912	Steel.
*Lintrose...	255	37	22.5	683	1,616	1,100	80	150		Nil.	530	15½	Newcastle..	1913	Steel.
Kyle.....	220	32.3	18.3	548	1,055					Nil.	263		Newcastle..	1913	Steel.
Sagona.....	175	28.3	20.3	420	808	327	40	77		Nil.	136	11	Dundee.....	1912	Steel.
Home.....	154.7	25.1	12.6	200	439	150	30	40	30	Nil.	99	10	Glasgow....	1900	Steel.
Meigle.....	220.2	30.1	15.2	427	836	760	42	59	20	Nil.	162	10	Glasgow....	1881	Iron.

* Sold to Russian Government, 1915.

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TRAFFIC RETURNS.

No service was run during 1907.

Calendar Year.	No. of round trips run.	PASSENGERS CARRIED.		Tons Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
		First Class.	Second Class.			Scaled Bags.	Tied Sacks.	
1908	153	5,351	9,223	10,176	704	2,112	11,796	\$ 12,272 00
1909.....	150	7,981	13,141	9,886	449	1,927	14,037	9,646 50
1910	155	6,427	12,994	15,507	1,203	1,896	14,872	9,993 00
1911.....	159	6,765	11,178	16,538	1,635	1,704	12,633	9,006 50
1912.....	22	9,212	13,686	14,751	1,674	3,344	16,036	31,874 90
1913.....	275	7,620	11,488	22,125	1,996	3,498	21,374	58,829 36
1914.....	289	6,267	8,925	22,035	735	3,462	23,365	64,683 02
1915	216½	*In 2,596 Out 2,777	3,376 5,784	23,001 1,086	494 45	1,259 1,395	15,406 1,748½	
Total..		5,373	9,160	24,087	539	2,654	17,154	48,418 06

* Into St. John's, Nfld.

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

(Including Live Stock.)

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons weight.	Tons measurement.	Value.	Tons weight.	Tons measurement.	Value.	Tons weight.	Tons measurement.	Value.
			\$			\$			\$
1912....	12,224	Nil.	894,220	1,821	Nil.	317,936	14,046	Nil.	1,212,156
1913....	17,372	Nil.	981,369	3,694	Nil.	288,222	21,066	Nil.	1,269,591
1914....	13,286	Nil.	858,605	7,651	Nil.	587,196	20,937	Nil.	1,445,801
1915....	16,510	Nil.	1,108,876	6,491	Nil.	643,885	23,001	Nil.	1,752,761

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Flour, oats, oatmeal, hay, bran, feed, potatoes, leather, furniture, oil, cattle, pigs, sheep, beef, pork, iron and steel bars, stoneware, wire mats, fresh meal, condensed milk, trunks, machinery, pulpboard, stoves and felt.

Of United States Origin.—Flour, cornmeal, oats, dried fruit, pork, beef, leather, feathers, broom corn, glue and machinery.

CANADA, THE WEST INDIES AND SOUTH AMERICA.

THE ROYAL MAIL STEAM PACKET COMPANY.

Contract No. 9.
T. & C. File No. 15296.

Vote 161.—Steam Service between Canada and the West Indies or South America, or both—

1915-16..	\$340,666.66
1916-17..	\$340,666.66

Contractors.—The Royal Mail Steam Packet Company, of London, England.
(Canadian representative: John Allsop, 59 Granville St., Halifax, N.S.)
(Freight and passenger agents: Pickford and Black, Halifax, N.S.)

Contract Dated.—September 11, 1913.

Duration of Contract.—November 1, 1913, to October 31, 1918.

Service.—Commencing from St. John, N.B., sailing thence to Halifax, N.S., and sailing thence to Georgetown, British Guiana, every fourteen days, following alternately the itineraries (a) and (b) given below:—

(a) Calling at the following islands: Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Grenada and Trinidad, and returning from Georgetown to St. John, calling at Trinidad, Grenada, Barbados, Antigua, St. Kitts and Bermuda.

(b) Calling at the following islands: Bermuda, St. Kitts, Antigua, Barbados, Grenada and Trinidad; and returning from Georgetown, calling at Trinidad, Barbados, St. Vincent, St. Lucia, Dominica, Montserrat, Antigua, St. Kitts and Bermuda.

These itineraries may be subject to any change which may be mutually agreed upon between the minister and the contractors.

Ports of Call.—As above.

Speed required.—11 knots.

Subsidy.—£70,000 (\$340,666.66) per annum, based on payments of £2,692 6s. 2d. (\$13,102.56) for each complete round voyage, payable on the last day of each month.

Canadian Trade Commissioners.—To be carried free.

Mails.—To be carried free.

Intercolonial Railway Clause.—Included.

Freight charges from St. John to Halifax.—The contractors are required, at their own expense, when so required by consignors, to pay the freight charges by rail from St. John to Halifax on butter, cheese, and fruit intended for shipment by the contractors' steamships.

Delay at Ports.—The contractors must make every reasonable effort to avoid undue delay at Canadian or West Indian ports.

Development of Trade.—The contractors must use their utmost endeavour to develop the cargo and passenger trade between Canada and the British West Indies by means of reasonable advertising and regular solicitation through agents.

Through Rates of Freight.—The contractors must use their best endeavours to arrange through rates of freight between inland points in Canada and the various ports of call referred to in this contract in the British West Indies and Central and South America.

Transfer by connecting lines.—As the design of this agreement is to give regular fortnightly communication both ways to all the ports previously mentioned, arrangements must be made for the transport of freight and passengers on all voyages south bound and north bound by transfer to the lines of the contractors' steamers conducting the insular service from and to Trinidad, and at the rates obtaining for the direct service.

No discrimination.—No discrimination of any kind as regards freight and passenger rates may be made in favour of any merchant, shipper or importer in any one of the British colonies referred to herein, as against any other merchant, shipper or importer in the same colony.

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Through Bills of Lading.—Through bills of lading must be issued from any Canadian point of shipment to any port in Central or South America, which is a regular port of call for any of the steamships employed or controlled by the contractors on other services, and which make regular connections with the service herein contracted for.

DISTANCES.

Southbound—		Miles.
St. John to Halifax.....		288
Halifax to Bermuda.....		764
Bermuda to St. Kitts.....		942
St. Kitts to Antigua.....		60
Antigua to Montserrat.....		35
Montserrat to Dominica.....		97
Dominica to St. Lucia.....		81
St. Lucia to St. Vincent.....		59
St. Vincent to Barbados.....		96
Barbados to Grenada.....		147
Grenada to Trinidad.....		96
Trinidad to Demerara.....		374
		3,039
Northbound—		Miles.
Demerara to Trinidad.....		368
Trinidad to Grenada.....		96
Grenada to Barbados.....		147
Barbados to Antigua.....		295
Antigua to St. Kitts.....		59
St. Kitts to Bermuda.....		940
Bermuda to St. John.....		852
		2,757

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator space.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At.	In.	Of.
	Ft.	Ft.	Ft.							C.ft					
Chignecto..	400.5	47.2	31.1	2,999	4,744	5,567	41	60	90	4988	418	11	Belfast.....	1893	Steel.
Chaleur....	400.5	47.2	31.1	2,994	4,746	5,574	41	60	90	5288	418	11	Belfast.. .	1893	Steel.
Caraquet...	400.5	47.3	31.1	2,975	4,889	5,129	40	72	80	5565	418	11	Belfast.....	1894	Steel.
Chaudiere..	370	45.9	25	2,499	4,019	4,726	50	64	76	900	584	12	Middleboro	1899	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
										\$ cts.
1907.	30	6,510			119,787		Not stated.	Not stated.		63,510 00
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Measurement.		Lock Bags.	Tied Sacks	
1908.	30	1,558	1,065	1,738	36,113	79,154	86	52	3,833	65,700 00
		Passengers..		4,361	Freight.	115,267				
1909.	30	1,573	987	1,993	63,129	54,953	1,100	246	3,805	65,700 00
		Passengers..		4,553	Freight.	118,082				
1910.	30	1,595	1,170	2,748	66,474	82,800	390	463	3,225	65,700 00
		Passengers..		5,513	Freight.	149,274				
1911.	29	1,044	857	1,346	69,927	76,398	151	209	2,543	65,700 00
		Passengers..		3,247	Freight.	146,325				
1912.	30	1,090	1,269	1,048	65,552	86,253	106	168	2,568	87,613 86
		Passengers..		3,407	Freight.	180,132				
1913.	28½	887	827	1,016	52,313	70,209	44	144	2,396	131,737 12
		Passengers..		2,730	Freight.	122,611				
1914.	26	1,080	465	1,742	52,320	90,398	48	705	1,627	330,897 33
		Passengers..		3,287	Freight.	142,718				
1915	26	In.....548	264	1,523	72,762	Nil.	3	199	1,191	
		Out.....411	522	1,204	5,652	94,781	31	319	2,281	340,666 56
		Total 959	786	2,727	78,414	94,781	34	518	3,472	
		Passengers..		4,472	Freight.	173,195				

From 1907 to Nov. 23, 1913, this service was performed by Messrs. Pickford and Black, of Halifax, N.S.
Two sailings from Canada were made by the Royal Mail Steam Packet Company's steamers in December, 1913. Their traffic returns are included in the figures given above for 1913.

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ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

(Including Live Stock.)

Calendar Year.	From.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons. Weights	Tons. Measurement.	Value.	Tons. Weight.	Tons. Measurement.	Value.	Tons. Weight.	Tons. Measurement.	Value.
				\$			\$			\$
1912...	St. John..	1,377½	20,099¾	383,536	.....	.....	.....	1,377½	20,099¾	383,536
	Halifax...	5,044¾	62,147½	1,941,990	.....	.....	.....	5,044¾	62,147½	1,941,990
Total..	.....	6,422½	82,247¼	2,325,526	Nil.	Nil.	Nil.	6,422½	82,247¼	2,325,526
1913...	St. John..	2,137	13,038	259,381	.....	.....	.....	2,137	13,038	259,381
	Halifax...	5,786	56,819	1,800,169	.....	.....	.....	5,786	56,819	1,800,169
Total..	.....	7,923	69,857	2,059,550	Nil.	Nil.	Nil.	7,923	69,857	2,059,550
1914...	St. John..	1,557	15,120	234,008	.....	.....	.....	1,557	15,120	234,008
	Halifax...	2,951	75,254	2,384,256	.....	.....	.....	2,951	75,254	2,384,256
Total..	.....	4,508	90,374	2,618,264	Nil.	Nil.	Nil.	4,508	90,374	2,618,264
1915...	St. John..	2,031	12,362	301,659	.....	.....	.....	2,031	12,362	301,659
	Halifax...	3,621	82,419	3,206,176	.....	.....	.....	3,621	82,419	3,206,176
Total..	.....	5,652	94,781	3,507,835	Nil.	Nil.	Nil.	5,652	94,781	3,507,835

PRINCIPAL ARTICLES EXPORTED FROM CANADA.

All of Canadian Origin.—Fish, canned salmon, canned goods, flour, feed, meal, oilmeal, hay, oats, cheese, butter, eggs, apples, potatoes, split peas, vegetables, groceries, beef, live stock, mineral water, tea, soap, sulphate of ammonia, fertilizer, lumber, shingles, shooks, laths, furniture, chairs, brooms, brushes, stoves, trunks, rope, cordage, nails, paper and biscuits.

CANADA AND SOUTH AFRICA.

ELDER DEMPSTER SHIPPING, LTD.

Contract No. 2.

T. & C. File No. 15751.

Vote 162.—Steam Service between Canada and South Africa—

1915-16	\$146,000
1916-17	146,000

Contractor.—Elder Dempster Shipping, Ltd.

(Canadian address: Elder Dempster & Co., Ltd., 318 Board of Trade Building, Montreal, Que.).

Contract dated.—April 22, 1913.*Duration of Contract.*—October 1, 1913, to September 30, 1916.*Service.*—Monthly, during the first fifteen days of each month.

Ports of Call.—From Montreal, calling at Quebec, at the option of the contractors; and during the months of September, October and November at Halifax, and, at the option of the contractors, at other Canadian ports during the season of open naviga-

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tion on the St. Lawrence; and, during closed navigation on the St. Lawrence, from St. John, calling at Halifax, and, at the option of the contractors, at other Canadian ports; proceeding direct to Cape Town and not less than two other South African ports.

Speed required.—10 knots.

Subsidy.—\$146,000 per annum, payable quarterly.

Coaling.—Steamers may call at any Canadian port solely for the purpose of coal-ing.

Intercolonial Railway Clause.—Not included.

Cold Storage.—There must be accommodation for not less than 200 tons of cargo in cold storage on each ship. The contractors must provide such further cold storage accommodation as may be needed from time to time.

Additional Vessels.—The contractors agree to provide additional vessels when necessary to meet the requirements of the trade offered.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Exemption from calling at Canadian Ports.—If sufficient cargo is not forthcoming from any of the ports of call in Canada, the minister may relieve the contractors from the obligation of calling at such ports.

DISTANCES.

		Miles.
Montreal to	Cape Town..	7,338
"	Port Elizabeth..	7,778
"	East London..	7,909
"	Durban..	8,162
St. John to	Cape Town..	6,978
"	Port Elizabeth..	7,413
"	East London..	7,549
"	Durban..	7,802

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Acc.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft.		Kts			
Benin.....	375.2	47.3	18.8	2,788	4,313	7,100	2	9,200	396	11	Wallsend-on-Tyne...	1907	Steel.
Bendu.....	375.2	47.3	18.9	2,821	4,319	7,100	2	9,200	396	11	Wallsend-on-Tyne...	1906	Steel.
Kaduna.....	360.0	52.0	26.2	2,308	4,455	8,100	12	10,000	339	10	Middlesbro.....	1910	Steel.
Kwarra.....	360.0	52.0	26.1	2,304	4,441	8,100	12	10,000	428	10	Middlesbro.....	1910	Steel.
Benguela.....	425.5	53.0	29.2	3,534	5,520	8,920	4	10,390	556	12	Newcastle-on-Tyne.	1910	Steel.
Celtic King.	382.1	48.2	22.4	2,072	3,345	5,510	Nil.	5,000	342	10	Glasgow	1903	Steel.
Pontiac.....	352.0	48.2	24.5	2,576	4,102	7,439	Nil.	5,000	443	10	Dumbarton.....	1907	Steel.

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TRAFFIC RETURNS (Outward voyages).
No cargo is carried inward.

Calendar Year.	No. of trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
							\$ cts.
1907.....	12	Not stated...	47,314		Not stated.	Nil.	146,000 00
			Weight	Meas.			
1908.....	12	5	25,690	16,977	60	Nil.	146,000 00
1909.....	12	21	29,840	26,140	Nil.	Nil.	146,000 00
1910.....	12	9	23,203	33,145	369	Nil.	146,000 00
1911.....	12	26	31,385	37,800	667	Nil.	146,000 00
1912.....	12	14	31,210	34,980	1,013	Nil.	146,000 00
1913.....	14	Nil.	45,316	53,498	37	Nil.	146,000 00
1914.....	12	3	45,296	33,563	235	Nil.	146,000 00
1915.....	12	1	52,543	37,166	Nil.	Nil.	145,999 92

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight	Tons Measure-ment.	Value.	Tons Weight	Tons Measure-ment.	Value.	Tons Weight	Tons Measure-ment.	Value.
			\$			\$			\$
1912.....	28,901	22,090	2,856,419	2,309	12,890	1,257,263	31,210	34,980	4,113,682
1913.....	43,128	31,196	3,791,039	2,188	22,302	2,078,630	45,316	53,498	5,869,669
1914.....	42,741	22,488	3,236,733	2,555	11,075	948,339	45,296	33,563	4,185,072
1915 . . .	46,981	23,589	3,889,139	5,562	13,577	1,331,441	52,543	37,166	5,220,580

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Flour, agricultural machinery, calcium carbide, binder twine, automobiles, paper, cattle, lumber, wax, carriageware, cereal foods, eggfillers, chairs, woodenware, wheat, and furniture.

Of United States Origin.—Automobiles, mining machinery, fruit jars, lumber, mules, wax, condensed milk, chairs and wheelbarrows.

HALIFAX, ST. JOHN'S, NFLD., AND LIVERPOOL.

FURNESS, WITHEY & Co., LTD.

Contract No. 3.
T. & C. File No. 15503.

Vote 163.—Steam Service between Halifax, St. John's, Nfld., and Liverpool—
1915-16. \$20,000
1916-17. \$20,000

Contractors.—Furness, Withy & Co., Ltd., of West Hartlepool, England. (Canadian address: Montreal, Que.).

Contract dated.—March 23, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916.

Service.—Sailing at regular intervals of not less frequency than once in every seventeen days from each of the terminal ports of Halifax and Liverpool, calling each way at St. John's, Nfld.

Ports of Call.—Halifax, St. John's, Nfld., and Liverpool.

Speed required.—10 knots.

Subsidy.—\$20,000 per annum, payable quarterly in July, October, January and April.

Intercolonial Railway Clause.—Included.

Canadian Trade Commissioners.—To be carried free.

Mails.—To be carried free.

Supervision of handling.—The handling, loading, stowing and unloading of any fruit or perishable products carried by these vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose should the Minister of Agriculture for Canada deem it advisable.

Distance.—Halifax to Liverpool, 2,453 miles.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
Durango.....	332	41.7	28.8	1,927	3,008	4,834	2	....	....	....	299	12	Sunderland...	1895	Steel.
Venango.....	308.7	41.5	28.9	1,910	2,938	4,560	2	....	....	....	255	11	Sunderland...	1891	Steel.
Almeriana..	324.8	40.2	25.1	1,824	2,906	4,302	4	....	....	88,300	349	12	Middles- borough....	1889	Steel.
Florence....	293.5	40.2	26.1	1,609	2,493	....	..	....	....	....	200	....	Sunderland...	1889	Steel.
Tabasco....	331.6	41.7	26.0	1,913	2,987	....	..	....	....	....	360	....	Sunderland...	1895	Steel.
Digby.....	350	50.0	25.6	2,233	3,966	4,886	57	32	....	2,574	600	14	West Hartlepool.	1913	Steel.
Queen Wilhe- mina.....	363.5	46.2	29.3	2,307	3,590	5,924	2	....	....	Nil.	387	12	Sunderland..	1898	Steel.
Roanoke....	368.4	49.0	28.5	2,418	3,755	6,950	Nil.	Nil.	320	10	West Hartlepool.	1907	Steel.
Sachem....	445.5	46.2	34.4	3,337	5,204	6,800	52	Nil.	591	12	Belfast.....	1893	Steel.

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails, Packages.	Subsidy Paid.
1907.	29½	353	65,832	Not stated.....	Not stated....	\$17,500
1908.....	25	53	44,132	Nil.	54	20,000
1909....	27½	85	50,847	Nil.	Nil.	20,000
1910.....	27	80	103,144	Nil.	Nil.	20,000
1911.	25	64	114,357	Nil.	Nil.	20,000
1912.	24	63	104,466	Nil.	17	19,583 33
1913.	23	378	108,338	Nil.	Nil.	19,000 00
1914.	18½	376	89,436	Nil.	Nil.	17,666 66
1915.....	15	In..... 4 Out 13 Total... 17	23,754 72,310 96,064	2 Nil. 2	2,709 166 2,875	 14,500 00

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	To	CANADIAN ORIGIN.			UNITED STATES AND WEST INDIAN ORIGIN.			TOTAL.		
		Tons Weight	Tons Meas't.	Value.	Tons Weight	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.
				\$			\$			\$
1912	St. John's, Nfld.	1,977	2,117	193,237	2,274	827	311,232	4,251	2,944	504,469
	Liverpool.....	2,022	76,725	1,133,859	Nil.	Nil.	Nil.	2,022	76,725	1,133,859
	Total.....	3,999	78,842	1,327,096	2,274	827	311,232	6,273	79,669	1,638,328
1913	St. John's, Nfld.	2,266	4,923	276,760	1,330	991	257,284	3,596	5,914	534,044
	Liverpool.....	19,784	58,695	2,078,260	328	554	41,029	20,122	59,249	2,119,289
	Total.....	22,050	63,618	2,355,020	1,668	1,545	298,313	23,718	65,163	2,653,333
1914	St. John's, Nfld.	2,631	1,488	263,829	892	580	229,527	3,523	2,068	493,356
	Liverpool.....	7,272	61,264	1,568,683	2,541	111	144,615	9,813	61,375	1,713,298
	Total.....	9,903	62,752	1,832,512	3,433	691	374,142	13,336	63,443	2,206,654
1915	St. John's, Nfld.	2,657	2,036	367,579	552	225	76,741	3,209	2,261	444,320
	Liverpool.....	11,175	49,634	1,957,111	3,181	2,850	1,830,250	14,356	52,484	3,787,361
	Total.....	13,832	51,670	2,324,690	3,733	3,075	1,906,991	17,565	54,745	4,231,681

PRINCIPAL ARTICLES EXPORTED.

TO LIVERPOOL.

Canadian Origin.—Lumber, boxboards, wood tops, wood shanks, apples, cider, canned apples, canned lobsters, canned beef, fish, seal oil, cod oil, tallow, oats, cheese, furs, machinery, lawn mowers, wire fencing, scrap brass, metals, lead ashes, leather, flour, wheat, sacks and bone black.

United States Origin.—Flour, pork, shoes, lamp chimneys, brass discs, motor cars, meats, lard, oak timber.

West Indian Origin.—Lignum vitæ, satinwood, dye extract, oranges, rum, sugar, cocoanuts, and limejuice.

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TO ST. JOHN'S.

Canadian Origin.—Apples, fruits, peas, canned vegetables, hay, flour, cheese, condensed milk, confectionery, meats, fish, medicines, tea, dry goods, rubbers, paper, stoves, smallwares, roofing, bricks, paint, nails, cordage, sacks, tripoli, and naphtha.

United States Origin.—Boots and shoes, shoe manufacturing material, furniture, hardware, canned and pickled meats, lard, provisions, groceries, flour, feed, corn, rolled oats, meal, seeds, earthenware, and bottled beer.

West Indian Origin.—Greenheart, mahogany, rum, bay rum, sugar, and molascuit.

MONTREAL, QUEBEC AND MANCHESTER (SUMMER SERVICE).

ST. JOHN, HALIFAX AND MANCHESTER (WINTER SERVICE).

MANCHESTER LINERS, LTD. (FURNESS, WITHEY & CO., AGENTS).

Contract No. 23.

T. & C. File No. 15493.

Vote 164. Steam Service between Montreal, Quebec and Manchester, England, during the Summer season; and between St. John, Halifax and Manchester during the Winter season—

1915-16..	\$35,000
1916-17..	\$35,000

Contractors.—The Manchester Liners, Ltd., of Manchester, England.
(Canadian agents: Furness, Withy & Co., Montreal, Que.)

Contract dated.—March 22, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916.

Sailings.—Fortnightly sailings between Canada and Manchester, each way.

Ports of Call.—During the season of open navigation on the St. Lawrence: Montreal, Quebec and Manchester.

During closed navigation on the St. Lawrence: St. John and Manchester, calling on all westbound voyages at Halifax, N.S.

Freight offered at Halifax for Manchester shall be taken on board at Halifax on west-bound trips, and freight rates on such goods shall not be higher than would be charged were the goods shipped direct.

Freight rates.—Freight rates are not to exceed the rates current by other vessels or lines, less the rates charged or chargeable by the Manchester Ship Canal Company for use of or towage through the said canal, or both.

Cold Storage.—As regards the steamers provided with cold storage, the contractors shall maintain the appliances connected therewith in constant efficiency, and operate them at all times when cargo is being stowed or carried in cold storage compartments.

Supervision of Handling.—The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.

Speed required.—10 knots.

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Subsidy. \$35,000 per annum, payable quarterly in July, October, January and April.

Intercolonial Railway Clause.—Included.

Canadian Trade Commissioners.—To be carried free.

Mails.—To be carried free.

DISTANCES.

	Miles.
Manchester to Montreal..	2,835
Manchester to St. John..	2,767

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Acc.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft.		Kts			
Manchester Mariner.....	360	48	20·2	2,672	4,106	6,838	3	Nil.	403	11	Hartlepool.....	1904	Steel.
Manchester Shipper.....	370	48	26·3	2,542	4,038	6,951	9	Nil.	379	11	West Hartlepool....	1900	Steel.
Manchester Port.....	360	48	20·2	2,662	4,093	6,906	3	Nil.	400	10½	Hartlepool.....	1903	Steel & iron
Manchester Trader.....	340	42·7	27	2,136	3,318	4,465	3	2,500	354	11	Londonderry. . . .	1890	Steel.
Manchester Spinner.....	360	48	20·2	2,760	4,227	7,158	Nil.	Nil.	372	11	Howden-on-Tyne....	1903	Steel.
Manchester Importer....	370	48	26·3	2,538	4,028	6,966	9	Nil.	379	11	West Hartlepool....	1899	Steel.
Manchester Exchange....	360	48	30	2,649	4,091	6,569	2	Nil.	374	10	West Hartlepool....	1901	Steel.
Manchester Corporation..	430	48	34	3,467	5,400	7,848	10	Nil.	541	12	West Hartlepool....	1899	Steel.
Manchester Commerce...	430	48	34	3,444	5,363	7,848	10	10,000	541	12	West Hartlepool....	1899	Steel.
Manchester Inventor....	360	48	28·1	2,775	4,247	—	—	—	372	10	Howden-on-Tyne....	1902	Steel.
Manchester Engineer....	360	48	20·2	2,813	4,138	7,200	Nil.	Nil.	372	10	Newcastle.....	1902	Steel.
Manchester Merchant....	360	48	20·2	2,707	4,012	6,982	Nil.	Nil.	400	11	Newcastle	1904	Steel.
Manchester Citizen.....	380	44·9	26·4	2,725	4,251	7,450	Nil.	Nil.	372	11	Newcastle	1912	Steel.
Manchester Miller.....	360	48	20·2	2,766	4,234	7,212	Nil.	Nil.	372	11	Newcastle.....	1903	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.	FREIGHT CARRIED.		Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid
			Weight.	Measure-ment.			
			Tons.	Tons.			\$ cts.
1907.	25	110	122,152	Nil.	Not stated....	Not stated....	35,000 00
1908.	30	Nil.	112,794	59,903	6,678	Nil.	35,000 00
1909.	40	54	474,042	59,190	9,525	Nil.	34,781 25
1910.	42	91	181,972	27,673	4,122	Nil.	35,000 00
1911.	42½	77	204,524	50,990	3,696	Nil.	35,000 00
1912.	40½	91	257,643	87,207	80	Nil.	35,000 00
1913.	44	54	269,430	72,761	Nil.	Nil.	35,000 00
1914.	38	Nil.	214,550	51,082	Nil.	Nil.	35,000 00
1915.	34	In.....Nil.	44,201	17,074	8		
		Out ....Nil.	161,072	43,671	Nil.		
		Total...Nil.	205,273	60,745	8	Nil.	35,000 00

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value	Tons Weight.	Tons Measure-ment.	Value.
			\$			\$			\$
1912.....	116,245	56,990	7,414,995	34,644	7,155	3,938,316	200,889	64,145	11,353,311
1913.....	206,444	42,299	8,246,791	13,410	2,051	3,126,070	219,854	44,350	11,372,861
1914.....	164,118	35,352	9,058,548	6,859	307	1,705,417	170,977	35,659	10,763,965
1915.....	141,313	41,739	13,094,431	19,759	1,932	4,292,820	161,072	43,671	17,387,251

PRINCIPAL ARTICLES EXPORTED.

FROM ST. JOHN.

Of Canadian Origin.—Deals, lumber, last blocks, washboards, wood stems, pulp-board, wheat, oats, barley, flour, oatmeal, hay, grapenuts, cheese, apples, asbestos fibre, crude asbestos, phosphorus, arsenic, zinc ashes, mineral white, cobalt oxide, corundum, hardware, leather, belting, clothing, knit goods, bags, army supplies, eggs and aluminium ingots.

Of United States Origin.—Automobile parts, cotton, meats, lard, grapenuts, post toasties, timber, maple blocks, maple flooring, clay pigeons and traps, doors, and handles.

FROM HALIFAX.

All Canadian Origin.—Timber, boxboards, and apples.

FROM MONTREAL.

Canadian Origin.—Wheat, oats, cereal foods, linseed cakes, oil cakes, hay, cheese, apples, leather, lumber, pickets, pulpboard, asbestos fibre, corundum, dross, machinery, rags, cotton waste, jeweller's sweepings, clothing, saddlery, aluminium ingots, carbide, meats and Red Cross supplies.

United States Origin.—Wheat, oats, starch, cereal foods, corn sugar, corn syrup, provisions, lumber, handles, skewers, steel rods and bars, asbestos fibre, washing powder, meats, dextrine and lard.

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FROM QUEBEC.

All Canadian Origin.—Timber, boards, deals, handles, pulpboard, asbestos, and leather.

ST. JOHN, DUBLIN, AND BELFAST.

ULSTER STEAMSHIP COMPANY, LTD.

Contract No. 5.
T. & C. File No. 15806.

Vote 165.—Winter Steam Service between St. John, Dublin and Belfast—

1915-16..	\$7,500
1916-17	7,500

Contractors.—The Ulster Steamship Co., Ltd., Belfast, Ireland. (Canadian agents: McLean, Kennedy, Limited, 119 Coristine building, Montreal, Que.).

Contract Dated.—September 13, 1915.

Duration of Contract.—December, 1915, to the opening of St. Lawrence navigation in 1916.

Service.—A service averaging not less than two sailings each month until not more than ten round trips have been run.

Ports of Call.—St. John, N.B., and Belfast or Dublin, Ireland.

Calls at other ports.—Steamers are not to call at any other ports than those mentioned above, except when on westbound voyages at a port in Great Britain for bunkering purposes, or for cargo for transportation to St. John's, Nfld., or to a Canadian port other than the port of St. John, N.B.

St. John, N.B., is in all cases to be the terminal port on all westbound voyages, and the last port of departure on all eastbound voyages.

Speed required.—10 knots.

Subsidy.—\$750 for each round trip from Belfast and Dublin to St. John, and return to Belfast or Dublin.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Carriage of fruit.—The handling, loading, stowing and unloading of any fruit, butter, cheese, meats or other perishable products shall be subject to and under the supervision of a cargo inspector appointed for the purpose by the Minister of Agriculture, Ottawa.

Intercolonial Railway Clause.—Included.

DISTANCES.

	Miles.
St. John to Dublin..	2,550
St. John to Belfast..	2,500

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Acc.	Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.			Wgt.		Knots	1st Class.	CF.			
Bray Head . . .	330	41.5	25.1	2,019	3,150	4,800	264	10	2	Nil.	Wallsend . . .	1894	Steel.
Inishowen Head	311.7	40.0	30.2	1,987	3,050	4,700	309	10½	2	Nil.	Belfast	1886	Steel & iron.
Bengore Head.	324	37.2	17.7	1,619	2,190	3,630	260	11	2	Nil.	Glasgow	1884	Iron.
Ramore Head.	402.1	44.7	27.8	2,913	4,444	6,500	473	11	12	Nil.	Belfast	1891	Steel.
Torr Head . . .	452.8	50.3	31.2	3,868	5,911	8,400	463	11	8	Nil.	Belfast . . .	1894	Steel.

TRAFFIC RETURNS.

Calendar Year.	Number of round trips run.	Number Pas'engers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907	6	Nil.	26,039	Nil.	Nil.	\$4,500
1908	4	Nil.	10,443	Nil.	Nil.	3,000
1909	3	Nil.	8,402	Nil.	Nil.	2,250
1910	7	Nil.	25,469	Nil.	Nil.	5,250
1911	4	Nil.	13,067	Nil.	Nil.	3,000
1912	8	Nil.	30,642	Nil.	Nil.	6,000
1913	9	Nil.	43,327	Nil.	Nil.	6,750
1914	5	Nil.	20,135	Nil.	Nil.	3,750
1915	11½	Nil.	51,320	Nil.	Nil.	8,625

All the above freight was carried outward from Canada.

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.
			\$			\$			\$
1912	30,137	378	1,168,070	91	36	6,039	30,228	414	1,174,109
1913	27,109	15,977	1,177,225	241	Nil.	9,614	27,350	15,977	1,186,839
1914	19,529	103	1,015,640	453	50	32,171	19,982	153	1,047,811
1915	50,093	127	2,669,483	1100	Nil.	25,332	51,193	127	2,694,815

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Wheat, barley, rye, lumber, flour, oatmeal, flaxseed, oats, apples, paper, hay, linseed cakes, washboards, deals and handles.

Of United States Origin.—Handles, washboards, flour, clover seed, lard, lumber, and corn.

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ST. JOHN AND GLASGOW.

DONALDSON LINE.

Contract No. 4.
T. & C. File No. 15496.

Vote 166.—Winter Steam Service between St. John and Glasgow—

1915-16	\$15,000
1916-17	15,000

Contractors.—Donaldson Bros., of Glasgow, Scotland.
(Canadian Agents: R. Reford & Co., 23 & 25 St. Sacrament St., Montreal, Que.)

Contract Dated.—March 20, 1915.

Duration of Contract.—November, 1915, to April 30, 1916.

Service.—Weekly. Twenty complete round trips to be run prior to April 30, 1916.

Ports of Call.—St. John, N.B., and Glasgow, Scotland.

Speed Required.—10 knots.

Subsidy.—\$750 for each round trip from Glasgow to St. John and return.

Intercolonial Railway Clause.—Included.

Canadian Trade Commissioners.—To be carried free.

Mails.—To be carried free.

Distance.—St. John to Glasgow, 2,630 miles.

Carriage of Fruit.—The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
Salacia.....	390	46	28.7	2,636	4,134	5,900	Nil.	12	Nil.	Nil.	501	13½	Whiteinch..	1895	Steel.
Cassandra...	455	53.2	29.1	5,228	8,135	8,500	Nil.	210	1,040	7,700	862	13½	Greenock..	1906	"
Lakonia...	401.7	49.2	28.1	3,046	4,686	7,280	Nil.	12	Nil.	14,527	520	12	Govan.....	1899	"
Athenia...	478	56	32.5	5,523	9,080	10,500	Nil.	250	1,000	16,122	855	14	Barrow.....	1904	"
Parthenia...	400.5	52.1	29.3	3,310	5,760	8,555	Nil.	12	Nil.	16,000	489	12	Hartlepool..	1901	"
Saturnia....	455	55	40	5,494	8,611	8,250	Nil.	244	950	7,390	878	15	Glasgow....	1910	"
Pythia....	383	46	27	2,721	4,324	6,150	36	Nil.	600	4,116	419	11	"	1897	"
Kastalia....	377	46	26	2,562	4,039	6,510	Nil.	Nil.	Nil.	Nil.	395	11	"	1897	"
Letitia.....	470	57	28.8	5,764	8,991	9,500	Nil.	306	1,048	5,130	962	15	"	1912	"

TRAFFIC RETURNS.

Calendar Year.	Number of round trips run.	Number of passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1907.....	17	1,855	87,491	Not stated....	Not stated...	\$ 8,500
1908.....	15	523	82,142	6,458	11	14,250
1909.....	16	1,129	80,444	6,064	16	10,500
1910.....	15	2,475	67,075	559	15	12,000
1911.....	15	4,517	82,822	422	16	12,000
1912.....	12	5,950	80,117	363	13	9,000
1913.....	15½	8,785	80,843	278	28	11,625
1914.....	11	2,282	43,204	1,691	14	8,250
1915.....	8	In 102 Out... Nil.	15,964 30,739	22 Nil.	11 Nil.	
		Total.. 102	46,703	22	11	6,000

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.
	Tons.	Tons.	\$	Tons.	Tons.	\$	Tons.	Tons.	\$
1912.....	56,817	Nil.	2,140,025	2,219	Nil.	391,510	59,306	Nil.	2,531,535
1913.....	49,442	Nil.	1,716,078	2,517	Nil.	284,390	51,959	Nil.	2,000,468
1914.....	25,017	Nil.	1,088,397	1,370	Nil.	383,463	26,387	Nil.	1,471,860
1915.....	30,089	Nil.	1,547,797	650	Nil.	64,810	30,739	Nil.	1,612,607

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Apples, wheat, deals, pulpboard, lumber, flour, oats and oatmeal, meats, cheese, leather, barley, hay, clover seed, straw, cobalt ore, canned apples, asbestos, aluminium ingots, oilcake and bacon.

Of United States Origin.—Meats, hams, casings, hog hair, coal bags, lard. flour, evaporated plums, lumber, wood alcohol and clay pigeons.

ST. JOHN, HALIFAX AND LONDON.

CANADIAN PACIFIC RAILWAY Co.

Contract No. 7.
T. & C. File No. 15301.

Vote 167.—Winter steam service between St. John, Halifax and London—
1915-16 \$15,000
1916-17 15,000

Contractors.—The Canadian Pacific Railway Co., of Montreal, Que.

Contract Dated.—January 12, 1915.

Duration of Contract.—December, 1914, to May, 1915. (The contract has not been renewed yet for 1915-16).

Service.—10 round trips to be run during the duration of the contract.

Ports of Call.—St. John and London; calling on all eastbound voyages at Halifax, N.S.

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Speed Required.—Not stated.

Subsidy.—\$1,500 for each round trip, payable on April 1, 1915.

Cold storage.—The steamers are to be fitted with cold storage and ventilating appliances, which are to be in constant operation while perishable cargo, fruit or vegetables requiring same are on board. The handling, stowing, loading and unloading of perishable cargo shall be subject to the supervision of a cargo inspector appointed by the Minister of Agriculture, Ottawa.

Westbound Freight Rates.—The rates charged on westbound freight from London to Halifax shall in no case be greater than the rates charged from London to St. John.

Canadian Trade Commissioners.—To be carried free.

Mails.—Not required to carry mails.

Distance.—St. John to London, via Halifax, 2,959 miles.

DESCRIPTION OF STEAMERS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At.	In.	Of.
Ft.	Ft.	Ft.					Cu.Ft.	Kts.					
Lake Michigan.....	469.5	56.2	31.9	5,340	8,200	8,000	Nil.	Nil.	722	12	Wallsend.....	1902	Steel.
Montezuma.....	485.0	59.0	30.5	5,358	8,360	8,000	Nil.	Nil.	660	12	Linthouse.....	1899	Steel.
Montreal.....	469.5	56.2	31.9	5,552	8,644	8,000	Nil.	7,016	702	12	Wallsend.....	1900	Steel.
Mount Temple.....	485.0	59.0	30.4	6,661	8,790	8,000	Nil.	Nil.	694	12	Walker-on-Tyne	1901	Steel.
Montfort.....	445.0	52.2	27.8	4,126	6,578	9,000	1000	24,785	731	12	Newcastle.....	1899	Steel.
Mount Royal.....	470.0	56.0	32.0	5,296	7,998	11,000	1000	Nil.	608	10	Newcastle.....	1898	Steel.

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	12	12,409	100,451	Not stated.	Not stated.	\$15,000
1908.....	12	6,506	104,695	8,033	Nil.	15,000
1909.....	10	2,659	112,100	5,788	Nil.	12,500
1910.....	12	5,648	128,761	2,218	Nil.	15,000
1911.....	12	9,514	121,627	6,657	Nil.	15,000
1912.....	16	6,488	106,172	1,127	Nil.	15,000
1913.....	10	4,411	110,314	Nil.	Nil.	15,000
1914.....	9	1,778	90,666	Nil.	Nil.	13,500
1915.....	No service was performed.					

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$
1912.....	51,337	24,006	3,029,377	5,649	Nil.	1,811,594	56,986	24,006	4,840,971
1913.....	63,811	7,670	2,638,302	5,103	Nil.	1,141,916	68,914	7,670	3,780,218
1914.....	53,221	2,154	2,572,074	11,691	Nil.	4,418,718	64,912	2,154	6,720,792
1915.....	No service was performed.								

6 GEORGE V, A. 1916

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Lumber, asbestos, oats, wool, wheat, flour, apples, cereal foods, acetone, apple waste, evaporated apples, flour meal and feed, wood alcohol, oil cake, cheese, aluminum ingots, furs, seed, flax, hay, salmon, tobacco cuttings, bacon, cheese, leather, cobalt nickel residue, and machinery.

Of United States Origin.—Oil, alcohol, skins, cattle, sheep, meats, lard, automobiles, hops, clay pigeons, casings, leather waste, lumber, washboards, flour, dried plums, gas engines, lawn mowers, caustic soda and scouring powder.

ST. JOHN, HALIFAX AND LONDON.

FURNESS, WITHEY & COMPANY,

Contract No. 6.

T. & C. File No. 15501.

Vote 168.—Steam Service between St. John, Halifax and London—

1915-16..	\$25,000
1916-17	\$25,000

Contractors.—Furness, Withy & Co., Ltd., of West Hartlepool, England.
(Canadian address: Montreal, Que.)

Contract Dated.—March 23, 1915.*Duration of Contract.*—April 1, 1915, to March 31, 1916.

Service.—Sailing at regular intervals of not over 15 days, or during the fruit shipping season at intervals of ten days if so required by the Minister.

Ports of Call.—St. John, Halifax and London.*Speed Required.*—12 knots, when carrying fruit.*Subsidy.*—\$25,000, payable quarterly in July, October, January and April.

Ventilation.—All steamers must be fitted with ventilated accommodation for carrying perishable cargo, such as apples or other fruit, cheese and provisions, provided with electric or steam driven ventilating fans. Such appliances shall be operated at all times when cargo is on board.

Carriage of Fruit.—The steamers are not to carry in any hold, or between any decks, more than five tiers of barrels of apples or other fruit, unless they are stowed in such manner as to relieve any tier from the weight of more than four other tiers.

Supervision of Handling.—The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose should the Minister of Agriculture for Canada deem it advisable.

Rebates.—The rate per barrel on apples from Halifax to London shall be the same to all persons under the same conditions, and no rebates shall be given to any Canadian exporter in preference to another.

Mails.—To be carried free.*Canadian Trade Commissioners.*—To be carried free.*Intercolonial Railway Clause.*—Included.*Distance.*—St. John to London, 2,900 miles.

SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st class.	2nd class.	3rd class.				At	In	Of.
	Ft.	Ft.	Ft.							C. F.		Kts			
Kanawha.....	370	44	31·6	2,488	3,884	5,610	..	..	..	Nil.	491	13	Linthouse...	1893	Steel.
Shenandoah...	370	44	31·6	2,492	3,886	5,610	..	..	..	Nil.	491	13	Linthouse...	1893	Steel.
Rappahannock	370	44	31·6	2,488	3,884	5,500	..	..	..	Nil.	485	13	Linthouse...	1893	Steel.
Durango.....	332	41·7	28·8	1,927	3,008	4,834	2	..	..	Nil.	299	12	Sunderland.	1895	Steel.
Tabasco.....	331	41·7	28·8	1,916	2,987	4,597	..	..	..	Nil.	309	12	Sunderland.	1895	Steel.
Graciana.....	361	46·2	17·7	2,883	3,536	6,350	Nil.	..	..	Nil.	364	11½	Glasgow....	1903	Steel.
Start Point...	375·2	50	24·6	2,410	3,840	7,170	2	..	..	Nil.	339	12	West Hartle- pool.....	1914	Steel.
Sachem.....	445·5	46·2	34·4	3,337	5,204	6,800	52	..	..	Nil.	591	12	Belfast.....	1893	Steel.
Sagamore.....	430·	46·2	34·4	3,280	5,036	6,500	52	..	..	Nil.	592	12	Belfast....	1892	Steel.
Caterino.....	346·4	50·8	25·6	2,366	3,729	6,380	Nil.	..	..	Nil.	274	10	West Hartle- pool.....	1909	Steel.
Messina.....	383·3	49·0	29·0	2,757	4,271	7,500	Nil.	..	..	Nil.	372	11	Newcastle..	1911	Steel.
Appenine.....	347·4	51·1	25·6	2,306	3,684	6,380	Nil.	..	..	Nil.	301	10	West Hartle- pool.....	1909	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
1907.....	34	17	172,358		Not stated.	Not stated.	\$19,250
			Weight.	Meas.			
1908.....	29½	62	55,909	101,405	651	Nil.	25,000
1909.....	28½	105	77,815	87,505	Nil.	Nil.	25,000
1910.....	26½	204	70,046	82,125	Nil.	Nil.	25,000
1911.....	28	173	33,304	113,067	1	Nil.	25,000
1912.....	26	115	67,627	115,696	4	Nil.	23,660·71
1913.....	25	117	76,038	98,701	Nil.	Nil.	25,000
1914.....	23	144	67,720	83,060	Nil.	Nil.	20,312·49
1915.....	19	In..... 6 Out 21	8,969 60,036	14,774 120,109	Nil.	Nil.	19,791·66
		Total.... 27	69,005	134,883			

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES AND WEST INDIAN ORIGIN.			TOTAL.		
	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$	Tons weight	Tons meas't.	Value \$
1912.....	38,126	11,165	3,224,555	125	254	27,307	38,251	111,419	3,251,862
1913.....	47,817	81,583	3,694,928	2,903	1,280	188,204	50,720	82,863	3,883,132
1914.....	46,982	70,034	3,358,798	1,190	818	422,845	48,172	70,852	3,781,643
1915.....	51,423	107,862	5,572,266	8,613	12,246	7,567,874	60,036	120,109	13,140,140

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Wheat, lumber, skewers, tanning extract, canned lobsters, cheese, carbolic acid, apples, canned apples, cider, sardines, furs, seal oil, glue, dowels, shingles, wood shanks, canned salmon, war munitions, wood pulp, brooms, whisks, flour, nails, auto-tires and hospital supplies.

Of United States Origin.—Lobsters, cocoanuts, rum, lumber, hops, wood alcohol, war munitions, fish glue, lard, meats, leather, auto engines and motor cars.

Of West Indian Origin.—Tea, coffee, cocoa beans, rum, sugar, honey, pimentos, cocoanuts, lime juice, tallow, wax, sponges, fustic, fancy wods, and arrowroot.

PACIFIC OCEAN SERVICES

CANADA AND AUSTRALIA OR NEW ZEALAND.

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LTD.

Contract No. 27.
T. & C. File No. 14003.

Vote 169.—*Steam Service between Canada and Australia or New Zealand, or both, on the Pacific Ocean—*

1915-16..	\$180,509
1916-17	\$180,509

Contractors.—The Union Steamship Co., of New Zealand, Ltd.
(Canadian address: Canadian Australasian Royal Mail Line, 440 Seymour Street, Vancouver, B.C.)

Contract Dated.—January 15, 1911.

Duration of Contract.—August 1, 1911, to August 1, 1916.

Service.—Sailing every four weeks.

Ports of Call.—Vancouver, B.C., Victoria, B.C., Honolulu, in the Sandwich Islands, Suva, in the Fiji Islands and Auckland, N.Z.
If required by the Minister, each voyage from Canada to New Zealand shall be extended to a port or ports in Australia.

Speed required.—Duration of voyage is not to exceed 20 days, including one day's detention at Honolulu.

Subsidy.—£37,090 18s. 2d. per annum.

Provided that the contractors shall be entitled to receive such subsidy as the Governments of New Zealand and Fiji may pay towards the service; and also the Government of Australia, should the service be extended to that Commonwealth.

Deductions from Subsidy.—£30 are to be deducted from the amount of subsidy payable on each claim for every complete period of twenty-four hours by which the time occupied in conveyance of the mails between Auckland and Vancouver has exceeded twenty days.

Preference to Canadian Shippers.—No discrimination as regards freight or passenger rates is to be made against Canadian ports, railways, merchants or shippers. Canadian merchants and shippers are to have preference at all times for the carriage of their goods over other merchants and shippers, as far as regards the Canadian connection.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

DISTANCES.		Miles.
Vancouver to Victoria..		85
Victoria to Honolulu..		2,342
Honolulu to Suva, Fiji..		2,799
Suva to Auckland..		1,140
Total..		<u>6,366</u>

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N.H.P.	Speed.	BUILT.			
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of.	
	Ft.	Ft.	Ft.							Cu.ft.						
Makura....	480	58	35	4,920	8,200	3,000	270	114	72	14,985	2,035	16½	Glasgow...	1908	Steel.	
Niagara....	542	66	37·6	7,581	13,444	3,800	289	210	276	63,200	*12,500	17¾	Clydebank.	1913	Steel.	

*Indicated Horse Power.

TRAFFIC RETURNS.

Calendar Year.	Round Trips.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
		Number.	Tons.				\$ cts.
1907.....	10	4,687	30,684	Not stated.	Not stated.		138,853 10
1908.....	13	5,707	22,110	"	"		222,164 96
					Lock bags.	Tied sacks	<i>Part of this is on account of 1907 ser- vice).</i>
1909.....	12	5,397	45,453	47	10,727	428	180,509 00
1910.....	13	6,153	60,615	15	12,558	601	180,509 00
1911.....	13	6,445	59,756	Nil.	11,832	950	180,509 00
1912.....	13	6,173	43,997	34	15,301	183	180,509 00
1913.....	13	6,734	42,168	13	14,038	1,703	180,509 00
1914.....	12½	5,886	42,615	76	15,338	907	173,566 36
1915.....	13	In.....2,254 Out...2,112	20,989 27,858	Nil. 8	8,102 12,743	463 473	180,509 00
		Total..4,366	48,827	8	20,845	936	

ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA.

Calendar Year.	To	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons Weight.	Tons Measure- ment.	Value.	Tons Weight.	Tons Measure- ment.	Value.	Tons Weight.	Tons Measure- ment.	Value.
1912	Auckland..	1,599	Nil.	\$ 263,581	1,136	Nil.	\$ 535,463	2,833	Nil.	\$ 799,044
	Suva.....	2,604	Nil.	115,075	237	Nil.	50,858	2,841	Nil.	165,933
	Honolulu...	203	Nil.	26,654	Nil.	Nil.	Nil.	203	Nil.	26,654
	Sydney.....	4,960	Nil.	501,731	3,991	Nil.	1,460,089	8,952	Nil.	1,961,820
	Total....	9,366	Nil.	907,041	5,364	Nil.	2,046,410	14,829	Nil.	2,953,451
1913	Auckland...	200	3,167	245,877	1,206	964	629,541	1,406	4,131	875,418
	Suva.....	113	3,646	121,949	106	142	41,240	219	3,788	163,189
	Honolulu...	175	40	25,977	1	—	337	176	40	26,314
	Sydney...	530	5,699	383,609	3,260	2,263	1,681,011	3,790	7,962	2,064,620
	Total....	1,018	12,552	777,412	4,573	3,369	2,352,129	5,591	15,921	3,129,541
1914	Auckland...	967	2,434	285,999	861	1,054	535,646	1,828	3,488	831,645
	Suva.....	138	3,901	128,844	87	160	42,276	225	4,061	171,120
	Honolulu...	136	36	25,748	Nil.	Nil.	Nil.	136	36	25,748
	Sydney.....	2,377	8,737	585,927	2,916	1,421	1,595,831	5,293	10,158	2,181,758
	Total...	3,618	15,108	1,026,518	3,864	2,635	2,173,753	7,482	17,743	3,200,271
1915	Auckland...	4,482	2,450	509,051	614	1,356	433,939	5,096	3,806	942,990
	Suva.....	1,045	2,861	176,329	142	217	44,213	1,187	3,078	220,542
	Honolulu...	2	2	923	—	—	—	2	2	923
	Sydney....	2,765	5,700	927,085	1,722	4,500	1,483,945	4,487	10,200	2,411,030
	Total....	8,294	110,513	1,613,388	2,478	6,073	1,962,097	10,772	17,086	3,575,485

SESSIONAL PAPER No. 10e

PRINCIPLE ARTICLES EXPORTED.

Of Canadian Origin.—Canned salmon, fresh fruit (in cold storage), potatoes, onions, leather and rubber goods, lumber, codfish, whisky, bicycles and parts thereof, chairs, corsets, suspenders, sewing machines, hardware and machinery.

Of United States Origin.—Drugs, sewing machines, automobiles, gas engines and other machinery, soap and scouring powders, leather and rubber goods, cash registers and scales, cereal foods, telephone material, adding machines, vacuum cleaners, motor cycles, and corsets.

CANADA, CHINA AND JAPAN.

THE CANADIAN PACIFIC RAILWAY CO.

Contract No. 39.

T. & C. File No. 15880.

Vote 170.—Steam service between Canada, China and Japan—

1915-16—Voted.. . . .	\$253,333 34	
Authorized by statute (1-2, Geo. V, Chapter 25).. . . .	121,666 66	
	—————	\$375,000 00
1916-17—To be voted.. . . .	\$253,333 34	
Authorized by statute.. . . .	121,666 66	
	—————	375,000 00

Contractors.—The Canadian Pacific Railway Company, of Montreal, Que. ,

Date of Contract.—July 16, 1914.

Duration of Contract.—April 1, 1914, to March 31, 1917.

Service and Ports of Call.—Subsidy is paid for a mail service every two weeks in each direction all the year round, between Liverpool, England, and Hong-Kong, China, via Halifax or St. John (in winter) or Quebec (in summer) and Vancouver.

On the voyages in each direction between Vancouver and Hong-Kong the steamers must call at Yokohama on every trip; and at Woo Sung (for Shanghai) on every east-bound trip, and at least once on each alternate westbound trip. They may also call, at the option of the company, at Victoria, Nagasaki, Kobe, Shimidzu and Manila; and at Amoy or other ports in China.

Mails.—To be carried free.

Periods of Transit.—All mails conveyed under this contract shall be carried between Liverpool and Hong-Kong, in either directions, within a total period of 818 hours via Quebec, and 853 hours via Halifax or St. John.

Mails between United Kingdom and Canada.—In addition to the services above described the contractors shall, without further payment than the subsidy herein mentioned, convey by any of their steamships between the United Kingdom and Canada any mails which the Postmaster General may tender for conveyance by such vessels between any ports or places on the routes thereof.

Canadian Trade Commissioners.—To be carried free.

Passenger and Freight Rates.—No toll or rate for either passengers or freight shall be charged which discriminates against Canadian passengers, merchants or shippers or against one or more of the Canadian ports on the Pacific Ocean, nor shall such rates for either passengers or freight be in excess of the rates charged on steamships of a similar class from United States ports on the Pacific Coast.

Subsidy.—\$375,000 per annum.

Deductions.—If a mail steamship fails to put to sea from Liverpool or Hong-Kong at the appointed day and hour, a deduction of \$1,500 is to be made from the subsidy, and there shall also be a further deduction of \$500 for every successive 24 hour's delay.

If the mails are not conveyed between Liverpool and Hong-Kong in either direction within the periods of transit hereinbefore stipulated, \$500 shall be deducted from the subsidy for every 12 hours by which the contract time has been exceeded.

No deductions as in this clause mentioned shall be made if the company shall prove to the satisfaction of the Minister that such default or failure arose from any cause or causes altogether beyond the control of the company.

DISTANCES.										Miles.
Vancouver to Yokohama..										4,283
Yokohama to Kobe..										346
Kobe to Nagasaki..										384
Nagasaki to Woosung..										448
Woosun gto Hong Kong..										810
Hong Kong to Manila..										628
Total..										6,899

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	3rd Class.	4th Class.				At	In	Of
	Ft.	Ft.	Ft.								Cu. f t.				
Empress of Asia.....	570·1	68·2	42	8,883	16,909	3·500	296	84	800	Nil.	*21,000	18	Glasg'w	1913	Steel.
Empress of Russia.....	570·2	68·2	42	8,789	16,810	3·500	296	84	800	Nil.	*21,000	18	Glasg'w	1913	Steel.
Empress of India.....	455·6	51·2	33·1	3·032	5·934	3·000	200	40	1000	Nil.	1,167	15	Barrow.	1891	Steel.
Empress of Japan.....	455·6	51·2	33·1	3·039	5·940	3·000	200	40	1000	Nil.	1,167	15	Barrow.	1891	Steel.
Monteagle.....	445·0	52·2	27·7	3,953	6·163	5,500	Nil.	97	1000	24 785	705	12	Barrow.	1899	Steel.

*Indicated Horse Power. Turbine engines.

TRAFFIC RETURNS.

Calendar Year.	No. Round Trips Run.	Number of Passengers Carried.			Tons. of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	3rd Class.	4th Class.	Weight.	Measure-ment.		Lock Bags.	Tied Sacks.	
										\$ cts.
1908.....		1,282	867	10,185	21,296	42,110	Nil.	25,733	Nil.	108,770 00
1909.....		1,106	767	8,239	26,712	Nil.	Nil.	18,158	7,382	121,301 64
1910.....	19½	1,578	942	9,975	10,952	*72,538	Nil.	28,133	4,038	120,855 55
1911.....	12½	1,126	741	7,030	Nil.	40,332	Nil.	19,914	Nil.	121,666 68
1912.....	16	649	1,330	9,669	47,233	Nil.	Nil.	27,426	Nil.	120,855 55
1913.....	19	1,630	1,120	10,821	58,314	Nil.	Nil.	29,561	Nil.	118,038 95
1914.....	15	1,542	734	5,363	40,403	75,179	Nil.	6,515	2,956	167,435 84
1915.....	4½	In... 227	140	928	12,704	25,170	Nil.	2,148	426	No subsidy has yet been paid for 1915 service.
		Out.. 210	61	1,120	15,062	18,232		Nil.	Nil.	
		Total 437	201	2,048	27,766	43,402		2,148	426	

*And 2,828,034 ft. lumber.

SESSIONAL PAPER No. 10e

PRINCE RUPERT, B.C., AND QUEEN CHARLOTTE ISLANDS.

THE UNION STEAMSHIP COMPANY OF BRITISH COLUMBIA.

Contract No. 61.
T. & C. File No. 15743.

Vote 171.—*Steam Service between Prince Rupert, B.C., and Queen Charlotte Islands—*

1915-16	\$16,000
1916-17	\$16,000

Contractors.—The Union Steamship Co. of British Columbia, Ltd., Vancouver, B.C.

Date of Contract.—July 30, 1915.

Duration of Contract.—July 23, 1915, to March 31, 1916.

Service and Ports of Call.—Two round trips each month from Prince Rupert, B.C., calling at Port Simpson, Arrandale, Kincolith, Anyox and Stewart on the mainland; Refuge Bay (on Porcher Island), and Masset, Port Clements, Sandspit, Skidegate, Queen Charlotte, Lockeport, Pacofi, Jedway, Ikeda and Rose Harbour on Queen Charlotte Islands; and returning to Prince Rupert.

If the business warrants, the contractors will place a smaller and less expensive steamer on the route, and will with such steamer perform a weekly service on the above route, at least during the present summer season.

Speed Required.—Not stated.

Subsidy.—\$16,000 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried free.

Government Wharves.—Steamer must call whenever possible.

DISTANCES.

<i>Distances.</i>		Miles.
Prince Rupert	to Masset.....	85
Masset	“ Port Clements.....	26
Port Clements	“ Masset.....	26
Masset	“ Prince Rupert.....	85
		<hr/> 222
Prince Rupert	“ Refuge Bay.....	20
Refuge Bay	“ Sandspit.....	77
Sandspit	“ Skidegate.....	5
Skidegate	“ Queen Charlotte City.....	2
Queen Charlotte City	“ Ikeda.....	100
Ikeda	“ Jedway.....	10
Jedway	“ Lockeport.....	43
Lockeport	“ Prince Rupert.....	128
		<hr/> 385
Prince Rupert	“ Port Simpson.....	34
Port Simpson.	“ Arrandale.....	32
Arrandale	“ Kincolith.....	2
Kincolith	“ Anyox.....	30
Anyox	“ Stewart.....	94
Stewart	“ Prince Rupert.....	124
		<hr/> 316
		<hr/> 923

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.						Knots			
Camosun.....	192·7	35·2	14·9	794	1,369	713	350	224	14	Paisley.....	1905	Steel.

TRAFFIC RETURNS.

Calendar. Year.	No. of Round trips run.	Passengers Carried.	FREIGHT.		Live Stock.	MAILS.		Subsidy Paid.
			Tons Weight.	Tons Measure- ment.		Lock Bags.	Tied Sacks.	
Nov. to Dec. 31, 1909...	2	61	346	57	Nil.	39	21	\$ 400
1910.....	39	3,097	2,089	2,674	4	1,000	599	7,200
1911.....	40	5,372	2,105	1,951	1	1,496	1,140	8,200
1912.....	44	5,910	3,250	4,081	60	1,328	1,957	8,200
1913.....	40	4,588	3,923	*245 M ft.	124	2,359	1,585	8,000
1914.....	35	3,175	2,695	*11 M ft.	40	1,780	1,570	7,000
1915.....	13	In..... 74	1,029	202	70	484	Nil.	7,333 33
		Out ... 612	351	263	47	837		
		Total.. 686	1,380	465	117	1,321		

*Lumber.

VICTORIA AND SAN FRANCISCO.

PACIFIC COAST STEAMSHIP COMPANY.

Contract No. 10.

T. & C. File No. 15410.

Vote 172.—Steam service between Victoria and San Francisco—

1915-16	\$3,000
1916-17	\$3,000

Contractors.—The Pacific Coast Steamship Co. of San Francisco, Cal., U.S.A.
(Canadian Agents.—R. P. Rithet & Co., Ltd., 1117, Wharf street, Victoria, B.C.)

Date of Contract.—March 1, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916.

Service.—Weekly.

Ports of Call.—Victoria, B.C., and San Francisco, U.S.A.

Subsidy. \$3,000 per annum, payable in quarterly instalments on the first days of July, October, January and April.

Speed required.—Not stated.

Mails.—To be carried free.

Canadian Trade Commissioners.—To be carried free.

Distance.—Victoria to San Francisco, 750 miles.

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DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space C.ft	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Queen.....	331	38.0	12.0	1,672	2,728	2,000	2	25	125	Nil.	479	14	Philadelphia, Pa.	1882	Iron.
City of Puebla	320	38.6	26.0	1,713	2,624	1,800	1	75	100	Nil.	477	15	Philadelphia, Pa.	1881	Iron.
Umatilla.....	310	40.6	22.0	2,168	3,070	2,000	1	65	125	Nil.	336	14	Chester, Pa.....	1881	Iron.
President.....	391	48.0	19.7	2,393	5,218	3,000	2	10	120	Nil.	601	15	Camden, N.J.....	1906	Steel.
Governor.....	391	48.2	19.7	2,401	5,250	3,000	2	10	120	Nil.	679	15	Camden, N.J.	1907	Steel.

NOTE.—A steamship service between Victoria and San Francisco, subsidized by the Dominion Government, is required under the terms of the agreement by which British Columbia entered Confederation.

TRAFFIC RETURNS.

Calendar Year.	No. of Trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock Carried	Mails Carried.		Subsidy Paid.
			Weight.	Meas.		Lock Bags.	Tied Bags.	
1907.....	72	2,048	6,768		Nil.	Not stated.		\$ 3,000 00
1908.....	71	2,672	5,239	1,230	Nil.	79	Nil.	3,000 00
1909.....	57	1,930	2,163	5,225	Nil.	Nil.	Nil.	3,000 00
1910.....	55	1,970	2,130	6,230	Nil.	Nil.	Nil.	3,000 00
1911.....	56	2,050	2,596	5,936	Nil.	Nil.	Nil.	3,000 00
1912.....	52	2,612	6,197	8,654	Nil.	Nil.	Nil.	3,000 00
1913.....	52	3,791	4,779	7,306	Nil.	Nil.	Nil.	3,000 00
1914.....	54	3,630	3,534	4,386	Nil.	Nil.	Nil.	2,971 15
1915.....	52	In.....1,971 Out....2,336	1,774 181	2,102 333	Nil.	Nil.	Nil.	3,000 00
		Total..4,307	1,955	2,435				

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.
1912.....	68	226	\$ 47,554	36	214	\$ 39,223	104	440	\$ 85,777
1913.....	63	385	68,418	2	178	17,474	63	563	85,892
1914.....	95	873	128,307	Nil.	87	10,911	95	960	139,218
1915.....	175	306	37,730	6	27	10,514	181	333	48,244

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin.—Liquors, automobiles, household goods, and salmon.

Of United States Origin.—Bottle caps, cement sacks, and empty cylinders.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 28.
T. & C. File No. 15516.

Vote 173.—Steam service between Victoria, Vancouver, Wayports and Skayway—
1915-16... .. \$12,500
1916-17 \$12,500

Contractors.—Canadian Pacific Railway Co., Montreal, Que.

Contract Dated.—April 17, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916.

Service.—Four complete round trips each month from June to October, inclusive; three complete round trips each month from March to May, inclusive; and two complete round trips each month from November to February, inclusive.

Ports of Call.—Victoria, Vancouver, Prince Rupert, Ketchikan, Juneau, and Skagway.

Calls at United States Ports.—Steamers are permitted to call at the United States ports mentioned in the preceding paragraph on outward trips only.

Subsidy.—\$12,500 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried free.

DISTANCES.

	Knots.
Victoria to Vancouver.. . . .	73
Vancouver to Port Essington.. . . .	472
Port Essington to Prince Rupert.. . . .	27
Prince Rupert to Port Simpson.. . . .	36
Port Simpson to Ketchikan.. . . .	66
Ketchikan to Skagway	307
Total.. . . .	981

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.						C.F						
Princess May.....	249.0	33.2	17.7	892	1,717	500	160	.....	70	Nil.	287	15	Newcastle-on-Tyne.....	1888	Steel.
Princess Sophia...	245.2	44.1	24.0	1,466	2,320	500	Nil.	366	18	Paisley.....	1912	"
Princess Maquinna	232.5	38.0	14.5	979	1,777	500	Nil.	169	16	Victoria, B.C.	1913	"

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidies Paid.
1907.....		11,206			17,677		Not stated.	Not stated.		For all routes including Vancouver Island service. \$ 17,500 4,375
1908.....		27,625			23,446		264	13,281		
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Meas.		Lock Bags.	Tied Sacks	
1909.....		23,346	4,427	2,236	25,740	332	130	6,378	8,367	17,500
*1910.....		10,052	1,846	680	12,536	55	591	3,524	4,119	12,500
1911.....		7,096	1,311	665	8,469	626	85	2,785	6,579	12,500
1912.....	39	10,948	1,216	404	5,315	3,238	900	6,227	5,238	12,500
1913.....	40	12,292	1,416	548	6,409	1,372	482	3,460	9,118	12,500
1914.....	40	12,788	827	811	11,483	349	925	6,665	6,377	12,500
1915.....	40	In.... 3,352 Out.. 2,668	329 272	177 72	3,694 7,124	1 596	Nil. 1,521	1,289 3,678	2,110 5,593	12,500
		Total. 6,020	601	249	10,818	597	1,521	5,067	7,703	

*The above figures show traffic carried over routes "A" and "B" during 1907, 1908, and 1909. From 1910 onwards only route "A" has been subsidized, which accounts for the apparent decrease in traffic.

VICTORIA AND WEST COAST VANCOUVER ISLAND.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 63.

T. & C. File 15579.

Vote 174.—Steam service between Victoria and West Coast Vancouver Island—

1915-16... .. \$5,000

1916-17... .. \$5,000

Contractors.—Canadian Pacific Railway Company, of Montreal, Que. ,*Date of Contract.*—April 17, 1915.*Duration of Contract.*—April 1, 1915, to March 31, 1916.

Service.—Four complete round trips each month from April to September, inclusive; the sailings during the said months to be every Tuesday, viz: two trips from Victoria to Clayoquot and way ports, one trip from Victoria to Quatsino and way ports, and one trip from Victoria to Holberg and way ports. For the balance of the year, three complete round trips each month; one to Holberg and way ports, one to Quatsino and way ports, and one to Clayoquot and way ports.

Ports of Call.—Victoria, Port Renfrew, Carmanah, Clo-oose, Bamfield, New Alberni, Sechart, Ucluelet, Clayoquot, Christie School, Ahousat, Hesquiot, Friendly Cove, Whaling Station, Kyuquot, Winter Harbour, Quatsino, and Holberg; and, if sufficient business offers, at Dodge's Cove, Uchucklesit, Port Hughes and Neuchatlitz.

Speed Required.—Not stated.

Subsidy.—\$5,000 per annum, payable quarterly in June, September, December and March.

Mails.—To be carried free.

DISTANCES.

	Knots.
Victoria to Port Renfrew..	54
Port Renfrew to Carmanah..	15
Carmanah to Cla-oose	5
Cla-oose to Bamfield..	25
Bamfield to New Alberni..	34
New Alberni to Sechart..	34
Sechart to Ucluelet..	12
Ucluelet to Clayoquot..	26
Clayoquot to Christie's School...	3
Christie's School to Ahousaht..	9
Ahousaht to Hesquoit..	36
Hesquoit to Friendly Cove..	25
Friendly Cove to Whaling Station..	68
Whaling Station to Kyuquot..	11
Kyuquot to Winter Harbour..	45
Winter Harbour to Quatsino..	22
Quatsino to Holberg..	23
Total..	447

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.			Refrigerator Space.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F					
Pees.....	165	26	16	330	569	450	Not	sta	ted.	Nil.	200	14	Thornaby-on-Tees.	1893	Steel.
Trincess Maquinna	232.5	38.0	14.5	979	1777	...	500	..	....	Nil.	169	16	Victoria, B.C.	1913	Steel.

Calendar Year.	No. of round trips run.	Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Meas.		Lock Bags.	Tied Sacks	
1907.			6,037		8,999		Not stated.	Not stated...		Included in amount of \$17,500 paid under previous vote. Included in amount of \$4,375 paid under previous vote.
1908.			5,606		10,480		151	745		
1909.....		3,173	1,318	305	5,837	5,887	63	1,064	972	Included in amount of \$17,500 paid under previous vote. \$5,000
1910.		4,692	1,017	595	4,257	6,367	62	1,379	998	
1911.		3,788	348	776	7,072	1,012	67	1,212	734	3,750
1912....	46	4,954	1,418	1,137	5,241	5,854	111	1,751	937	5,000
1913...	43	5,173	3,534	Nil.	1,100	7,292	73	2,057	940	5,000
1914.	43	4,123	2,469	615	6,806	1,739	62	2,479	1,101	5,000
1915...	42	In...1,408	347	104	3,747	914	15	857	231	5,000
		Out..1,576	569	501	3,695	4,468	25	2,079	667	
		T't'l 2,984	916	605	7,442	5,382	40	2,936	898	

THE UNION STEAMSHIP CO. OF BRITISH COLUMBIA, LTD.

T. & C. File No. 15744.

1915-16	.. .. .	\$16,800
1916-17	.. .. .	\$16,800

Contractors.—The Union Steamship Company of British Columbia, Ltd., Vancouver, B.C.

Date of Contract.—August 5, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916.

Service and Ports of Call.—Regular sailings throughout the year from Vancouver to Anyox (Granby Bay), on Observatory Inlet, making—

(a) Two calls each way each week at Campbell River and Quathiasca Cove.

(b) Two calls northbound and one southbound each week at Sointula.

(c) One call each way each week at Alert Bay, Bella Bella, Bella Coola, Claxton, Calvert Island, Inverness, Namu, Port Hardy, Port Essington, Port Simpson, Prince Rupert, Shushartie Bay, Swanson Bay, Wadham's, and Warke Island (Butedale), and weather permitting at Suquash.

(d) One call each week at Anyox, Takush Harbour, Arrandale, Kincolith, Mill Bay, Oceanic, Ocean Falls and Hartley Bay.

(e) One call one way every two weeks during summer and every four weeks during winter at Smith's Inlet.

(f) One call one way every four weeks at Kitimat (alternating with launch service every four weeks provided by the company between Hartley Bay and Kitimat).

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(g) During the summer season one call one way each week at China Hat, Lowe Inlet, Rivers Inlet and Schooner Passage, and every two weeks in winter.

(h) During the summer season only one call one way every two weeks at Kimsquit.

Under the present service to Bella Coola by the steamer making that place the terminal, one call per week suffices. Four calls are made by the steamer operating through to Prince Rupert; calls must be made each way each week.

Speed required.—Not stated.

Subsidy.—\$16,800 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried free.

Government Wharves.—Steamers must call whenever possible.

DISTANCES

	Miles.		Miles.
Vancouver to Campbell River.....	101	Ocean Falls to Bella Bella.....	28
Campbell River to Quathiasca Cove.....	2	Bella Bella to China Hat.....	39
Quathiasca Cove to Alert Bay.....	81	China Hat to Swanson Bay.....	24
Alert Bay to Sointula.....	5	Swanson Bay to Butedale.....	13
Scintula to Suquash.....	9	Butedale to Hartley Bay.....	28
Suquash to Port Hardy.....	12	Hartley Bay to Kitimat.....	40
Port Hardy to Shushartie Bay.....	19	Hartley Bay to Lowe Inlet.....	21
Shushartie Bay to Takush Harbour.....	39	Lowe Inlet to Claxton.....	41
Takush Harbour to Smith's Inlet.....	12	Claxton to Port Essington.....	9
Smith's Inlet to Wadham's.....	26	Port Essington to Inverness.....	12
Wadham's to Rivers Inlet Cannery.....	14	Inverness to Oceanic.....	7
Rivers Inlet Cannery to Schooner Passage .	13	Oceanic to Prince Rupert.....	14
Schooner Passage to Safety Cove.....	15	Prince Rupert to Port Simpson.....	34
Safety Cove to Namu.....	22	Port Simpson to Arrandale.....	32
Namu to Bella Coola.....	59	Arrandale to Kincolith.....	2
Bella Coola to Kimsquit.....	53	Kincolith to Mill Bay.....	5
Kimsquit to Ocean Falls.....	57	Mill Bay to Anyox.....	33

921

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				At	In	Of
Chelohsin...	Ft. 175.5	Ft. 35.1	Ft. 15.7	597	1,133	460	Nil.	Nil.	Nil.	131	13	Dublin.....	1911	Steel.
Venture....	180.4	32.0	17.0	580	1,011	560	70	200	Nil.	171	12	Glasgow	1910	"
Capilano....	120	22.2	9.6	157	231	365	Nil.	Nil.	Nil.	28	7½	Vancouver....	1891	"
Coquitlam..	120	22.2	9.6	166	256	357	Nil.	Nil.	Nil.	28	7½	Vancouver....	1891	"

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips.	Passengers Carried.	TONS OF FREIGHT CARRIED.		Live Stock.	MAILS.		Subsidy Paid.
			Weight.	Measurement.		Lock Bags.	Tied Sacks.	
Apr. 1 to Dec. 31, 1912....	217	19,600	26,451	11,157	928	7,472	Nil.	\$ 7,500
1913.....	189	19,328	99,106	45,433	791	8,042	2,828	15,100
1914.....	209	21,167	31,291	10,600	518	17,256		16,800
1815.....	189	In.. 5,351 Out 9,775	20,446 10,181	1,333 7,208	157 445	5,598 8,243	Nil.	16,800
		Ttl. 15,126	30,627	8,541	602	13,831		

LOCAL SERVICES

BADDECK AND IONA.

VICTORIA STEAMSHIP COMPANY.

Contract No. 25.
T. & C. File 15522.

Vote 176.—Steam service between Baddeck and Iona—

1915-16	\$5,825
1916-17	\$5,825

Contractors.—The Victoria Steamship Company, Ltd., of Baddeck, N.S.

Contract Dated.—April 3, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916.

Service.—Two full round trips daily, during open navigation.

Ports of Call.—Baddeck, Iona, McKay's Point and Grand Narrows; calling at Kempt Head on the Western end of Boularderie Island on trips from Baddeck to Grand Narrows; such calls to be made only on those days on which the steamer *Marion* makes her westbound trip from Sydney to Whycocomagh.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$5,825 per annum, payable quarterly, in July, October, January and April.

Mails.—To be carried free.

DISTANCES.

	Miles.
Baddeck to Iona	12
“ Grand Narrows	20
“ McKay's Point	10
“ Kempt Head	5
Distance between terminal points	20

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed - Knots.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Blue Hill	135	18	7	92	195		500	38	12	East Boston, U.S.A.	1887	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock	Bags. Tied Sacks.	
1907.....		4,377	1,240	Not stated.	Not stated.	Not stated.	\$ 5,825 00
1908.....	621	5,147	784	112	2,270	2,680	5,450 00
1909.....	496	5,680	948	101	2,850	2,775	5,825 00
1910.....	470	4,895	902	249	3,101	3,006	5,825 00
1911.....	640	4,311	689	120	2,522	2,939	5,825 00
1912.....	480	3,048	573	74	2,892	3,377	5,825 00
1913.....	534	4,754	873	86	3,173	3,938	5,825 00
1914.....	500	4,468	782	98	3,227	4,801	5,825 00
1915.....	598	In.....2,135	606	30	1,553	3,973	5,728 32
		Out...2,021	218	24	1,512	227	
		Total..4,156.	824	54	3,065	4,200	

CHARLOTTETOWN, VICTORIA AND HOLLIDAY'S WHARF.

THE ISLAND TUG CO., LIMITED.

Contract No. 74.
T. & C. File 15411.

Vote 177.—Steam service between Charlottetown, Victoria and Holliday's Wharf—
1915-16... .. \$2,500
1916-17... .. \$2,500

Contractors.—The Island Tug Co., Ltd., of Charlottetown, P.E.I.
Date of Contract.—March 4, 1915.

Duration of Contract.—From the opening to the close of navigation, 1915.

Service.—Two round trips each week from the opening of navigation until October 1, and thereafter one round trip until the close of navigation, to Victoria, and two round trips each week throughout the season of navigation to Holliday's Wharf, East River, West River, China Point, Orwell and Orwell Cove.

Subsidy.—\$2,500, of which half is payable on August 1, and the balance at the close of navigation.
Government Wharves.—Steamer must call whenever possible.

Mails.—To be carried free.

DISTANCES.

	Miles
Charlottetown to Holliday's..	17
Holliday's to China Point..	2½
China Point to Brush Wharf...	½
Charlottetown to Victoria..	28
“ Hickey's Wharf..	11
Hickey's to Haggerty's..	3
Haggerty's to Hayden's...	1
Charlottetown to McEwen's...	8
McEwen's to West River Bridge..	2
Total..	78

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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity				At.	In.	Of.
Harland	113	27	6.7	217	352	50	286	33	10	Shelburne, N.S.	1908	Wood

TRAFFIC RETURNS.

	No. of round trips run.	No. of Passengers carried.	Barrels of Freight carried.	Live stock.	Mails Bags.	Subsidy Paid.
1913.....	273	12,534	31,331	1,088	Nil.	\$2,500
1914.....	251	13,232	33,050	1,617	Nil.	2,500
1915.....	255	In.....6,537	15,375	977	Nil.	2,500
		Out....6,628	15,666	76		
		Total.13,165	31,041	1,053		

FROUDE'S POINT AND LOCKEPORT, N.S.

MUNICIPAL CORPORATION OF THE TOWN OF LOCKEPORT, N.S.

Contract No. 22.

T. & C. File No. 15510.

Vote 178.—Steam service between Froude's Point and Lockeport, N.S.—

1915-16..	\$600
1916-17..	\$600

Contractors.—The Municipal Corporation of the town of Lockeport, N.S.

Contract Dated.—March 25, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916.

Service.—Not less than twelve round trips each week, all the year round.

Ports of Call.—Lockeport, Rockland and Froude's Point, N.S.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$600 per annum; \$300 payable on October 1, and balance upon the completion of the service.

Mails.—To be carried free.

DISTANCES.

	Miles.
Lockeport to Rockland..	23 ³ / ₄
Rockland to Froude's Point..	11 ¹ / ₄
Total..	4

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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.		Passenger Accommodation.	N. H. P.	Speed, knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.				At.	In.	Of.
D. D. Mann.....	Ft. 73	Ft. 21.5	Ft. 4.25	88	130	40	13	9	Shelburne, N.S.	1907	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks	
1908.	875	6,625	1,170	Nil.	3,768	1,800	\$600 00
1909.	885	6,471	1,715	Nil.	4,300	1,680	636 66
1910.	780	6,629	2,140	Nil.	4,880	1,690	600 00
1911.	790	6,966	1,770	Nil.	4,880	1,380	600 00
1912.	790	6,795	2,857	Nil.	4,880	1,380	600 00
1913.	790	8,014	4,764	Nil.	4,880	1,380	600 00
1914.	790	7,912	5,031	Nil.	4,880	1,380	600 00
1915	790	In..... 3,417	2,896	Nil.	2,440	690	600 00
		Out.... 2,964	3,405	Nil.	2,440	690	
		Total.. 6,381	6,301	Nil.	4,880	1,380	

GASPE BASIN AND DALHOUSIE OR CAMPBELLTON.

THE GASPÉ AND BAIE DES CHALEURS SS. CO., LTD.

Contract No. 15.

T. & C. File No. 15523.

Vote 179.—Steam service from the opening to the closing of navigation in 1916, between Gaspé Basin and Dalhousie or Campbellton.

1915-16 \$20,000

1916-17 \$20,000

Contractors.—The Gaspé and Baie des Chaleurs SS. Co., Ltd., of Quebec.

Date of Contract.—April 16, 1915.

Duration of Contract.—Opening of navigation, 1915 to close of navigation, 1915.

Service.—Semi-weekly, during season of navigation; making at least 50 full round trips from Gaspé Basin to Campbellton and return, each year.

Ports of Call.—Campbellton, Dalhousie, Carleton, Maria, New Richmond, St. Charles de Caplan, Bonaventure, New Carlisle, Paspébiac, St. Godfroi, Port Daniel, L'Anse aux Gascons, Newport, Pabos Mills, Little Pabos, Grand River, Little River East, Cape Cove, Barachois de Mal Baie, Percé, Malbay, Douglastown and Gaspé Basin; and when there is a reasonable quantity of passengers or freight offering at Grand Greve. Provided, however, that during those weeks in which the SS. *Gaspesian* calls at Caraquet, a call one way only will be required at St. Godfroi, Port Daniel, Gascons, Newport and Little Pabos.

SESSIONAL PAPER No. 10c

Subsidy.—\$20,000 per annum, payable in monthly instalments at the rate of \$384.61 per round trip.

Government Wharves.—Steamer must call whenever possible.

Mails.—To be carried free.

Through Rates via Intercolonial Railway.—Upon the demand of the Minister of Railways and Canals the Contractors shall fix and put into effect through rates between points on their steamship line or its connections and points on the I.C.R. or its connections.

DISTANCES.

	Miles.
Campbellton to Dalhousie	13
Dalhousie to Carleton	11
Carleton to Maria	10
Maria to New Richmond	4
New Richmond to Caplin	11
Caplin to Bonaventure	9
Bonaventure to New Carlisle	10
New Carlisle to Paspébiac	3
Paspébiac to St. Godfroi	8
St. Godfroi to Port Daniel	11
Port Daniel to Gascons	4
Gascons to Newport	7
Newport to St. Adelaide	13
St. Adelaide to Grand River	—
Grand River to Little River East	4
Little River East to Cape Cove	5
Cape Cove to Perce	8
Perce to Barachois	6
Barachois de Mal Baie to Pt. St. Pierre	5
Pt. St. Pierre to Douglastown	12
Douglastown to Gaspé	11
Total	170

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.									
Percepsien	185.5	27.2	19.5	449	800	500	240	131	13	Kinghorn, Fife.	1892	Iron.
Gaspeien	160.8	27	11	270	490			70	10½	Wallsend	1874	Iron.

SESSIONAL PAPER No. 10e

Subsidy.—\$10,000 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried free.

Government Wharves.—Steamers must call at Government Wharves whenever possible.

DISTANCES.

	Miles.
Grand Manan to Campobello..	15
Campobello to Eastport..	3
Eastport to St. John..	45
Eastport to St. Andrew's..	12
St. Andrew's to St. Stephen..	18
St. John to Grand Manan..	45
St. Stephen to Grand Manan..	48
St. Andrew's to Grand Manan..	30

DESCRIPTION OF STEAMER EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.									
Grand Manan.....	130	26	11	180	363	250	350	32	12	Liverpool, N.S.	1911	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons Freight Carried.	Live Stock.	MAILS.		Subsidy. Paid.
					Lock Bags.	Tied Sacks.	
1907.....	138	6,524	4,407	Not stated.	Not	stated.	\$ 5,000 00
1908.....	174	6,168	4,016	33	1,561	2,553	5,000 00
1909.....	173	6,961	3,749	Not stated.	1,389	1,960	6,500 00
1910.....	174	6,919	3,636	37	1,581	2,359	7,000 00
1911.....	189	6,057	3,909	31	2,146	2,017	7,000 00
1912.....	174	7,707	4,660	25	2,295	2,000	9,250 00
1913.....	171½	7,509	4,010	152	1,815	1,914	9,903 85
1914.....	172½	6,525	3,927	54	1,633	2,215	10,000 00
1915.....	176½	In....2,791	4,589	17	922	2,379	} 10,000 00
		Out...3,625	Nil.	9	853	208	
		Total.6,416	4,589	26	1,775	2,587	

HALIFAX AND CANSO.

HALIFAX AND CANSO STEAMSHIP Co., LTD.

Contract No. 30.

T. & C. File No. 15416.

Vote 181.—Steam Service between Halifax and Canso—

1915-16..	\$5,000
1916-17'..	\$5,000

6 GEORGE V, A. 1916

Contractors.—The Halifax and Canso Steamship Co., Ltd., of Halifax, N.S.

Date of Contract.—March 2, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916.

Service.—Weekly, all the year round.

Ports of Call.—Calling on all voyages each way at Guysborough, Canso, Whitehead, Drumhead, Isaac's Harbour, Goldboro, Port Beckerton, Port Hilford and Halifax; and calling on all outward voyages at Half Island Cove and Queensport; calling fortnightly during open navigation on outward voyages at Country Harbour and Boylston; and during the months of January and February at Port Dufferin and Moser's River.

From January 15 to March 31 a fortnightly call only need be made at Guysborough, Queensport and Half Island Cove.

Capacity of Steamer.—The steamer employed is guaranteed to have a cargo capacity equal to 2,500 barrels, with passenger accommodation for 40 passengers, electric lighted throughout and fitted with adequate refrigeration for the carriage of fresh fish.

Laying off Steamer.—The steamer may lay off for refitting two trips in each year, at such time or times as will least interfere with the requirements of the service.

Government Wharves.—The steamer must call whenever possible.

Subsidy.—\$5,000 per annum, payable quarterly in July, October, January and on the completion of the service.

Mails. To be carried free.

DISTANCES.

	Miles.
Halifax to Port Hilford	89
Port Hilford to Beckerton.. . . .	10
Beckerton to Isaac's Harbour... . .	16
Isaac's Harbour to Whitehead... . .	35
Whitehead to Canso...	17
Canso to Queensport...	12
Queensport to Guysborough.. . . .	13
Total...	192

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N.H.P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity				At.	In.	Of.
	Ft.	Ft.	Ft.									
Scotia.....	137	27	9.5	268	376	2,000 brls.	100	53	10	Mahone N.S..	1907	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried	Live Stock.	Mails.	Subsidy Paid.
1907.....	51	624	5,547 9,478 weight.	Not given.	Nil.	\$4,000
1908	52	1,779	14,818 meas. 8,301 weight.	52	Nil.	4,000
1909.....	50	1,691	12,452 meas.	61	Nil.	4,000
1910.....	52	1,487	20,955	30	Nil.	4,000
1911.....	49	1,481	21,177	25	Nil.	4,000
1912.....	49	1,344	21,369	25	Nil.	4,000
1913.....	51	2,518	22,222	68	Nil.	4,750
1914.....	51	2,377	22,731	30	Nil.	5,000
1915.....	51	In 965 Out 1,282	10,524 14,574	Nil.	Nil.	5,000
	Total..	..... 2,247	25,098			

HALIFAX AND NEWFOUNDLAND *via* CAPE BRETON PORTS.

J. A. FARQUHAR & COMPANY.

Contract No. 11.

T. & C. File No. 15491.

Vote 182.—*Steam Service between Halifax and Newfoundland via Cape Breton ports—*

1915-16..	\$10,000
1916-17	\$10,000

Contractors.—J. A. Farquhar & Co., of Halifax, N.S.

Date of Contract.—March 22, 1915.

Duration of Contract.—From the opening to the close of navigation in 1915.

Service.—Fortnightly, to continue uninterruptedly until 14 complete round trips have been performed, or until the close of navigation, should it close before 14 round trips have been performed.

Ports of call.—Halifax, Sydney, North Sydney, Marble Mountain, Baddeck, Ingonish, Neil’s Harbour, White Point and St. Paul’s Island, and at Channel, Codroy, Sandy Point, Bay of Islands and Bonne Bay, Nfld., Thence on the return voyage to Halifax, calling at Bay of Islands, Sandy Point, Codroy, Channel, St. Paul’s Island, White Point, Neil’s Harbour, Ingonish, North Sydney and Sydney.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$700 for each round trip; total not to exceed \$10,000; payable on September 1 and at the close of navigation.

Mails.—To be carried free.

DISTANCES.

	Miles.
Halifax to St. Peter's.. . . .	154
St. Peter's to Grand Narrows.. . . .	21½
Grand Narrows to Baddeck.. . . .	9¾
Baddeck to North Sydney.. . . .	40
North Sydney to Sydney.. . . .	4½
Sydney to Ingonish.. . . .	31
Ingonish to Neil's Harbour.. . . .	11
Neil's Harbour to Aspy Bay.. . . .	10
Aspy Bay to St. Paul's Island.. . . .	21
St. Paul's Island to Channel.. . . .	49
Channel to Codroy.. . . .	27
Codroy to Bay St. George.. . . .	55
Bay St. George to Bay of Islands.. . . .	111
Bay of Islands to Bonne Bay.. . . .	52
Total...	596

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Seal.....	Ft. 175	Ft. 26·6	Ft. 20·5	277	607	550	20	85	11	Clyde.....	1911	Steel.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail Bags.	Subsidy Paid.
1907.....	16	617	6,268	Not given.	Not given.	\$2,000
1908.....	14	681	5,375	6	14	4,000
1909.....	14	645	5,650	30	20	4,000
1910.....	15	337	8,102	31	30	4,000
1911.....	15	180	8,550	Nil.	22	4,000
1912.....	15	344	7,378	Nil.	34	10,000
1913.....	15	400	8,488	Nil.	20	10,000
1914.....	14	203	9,028	Nil.	28	10,000
1915.....	15	{ In....133 Out...143	{ 4,300 5,046	{ Nil. Nil.	{ 15 24	{ 10,000
		Total 276	9,346	Nil.	39	

From 1907 to 1910 inclusive, the service was performed by Messrs. Pickford & Black, of Halifax, N.S.

ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA TO NEWFOUNDLAND.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.
	Tons.	Tons.	\$	Tons.	Tons.	\$	Tons.	Tons.	\$
1912.....	2,366	36	119,300	1,139	121	90,743	3,505	157	210,043
1913.....	3,091	636	214,938	552	554	37,799	3,643	1,188	252,737
1914.....	4,421	100	217,962	178	129	25,925	4,599	229	243,887
1915.....	4,308	167	257,505	293	278	46,341	4,601	445	303,846

SESSIONAL PAPER No. 10e

PRINCIPAL ARTICLES EXPORTED.

Of Canadian Origin. Flour, paint, molasses, gasoline, beans, stoves, furniture, butter, tea, hay, rope, tin ingots, apples, oats, kerosene oil, beef, pork, sugar, potatoes, oil, clothing, boots and shoes, nets, hardware, wire fencing, roofing, axes, and engines.

Of United States and Foreign Origin.—Molasses, engines and parts thereof, beef, rope, machinery, pork, tobacco, kerosene oil, oranges, shoes, feed, whiskey, sugar, tea, salt, gasoline, engines, bananas, oranges, and raisins.

HALIFAX AND LAHAVE RIVER PORTS.

THE ISAAC N. VEASEY WRECKING CO.

Contract No. 67.

T. & C. File No. 15617.

Vote 183.—Steam service between Halifax, Mahone Bay, Tancock Island, and LaHave River Ports—

1915-16	\$4,000
1916-17	\$4,000

Contractor.—The Isaac N. Veasey Wrecking Co., Ltd., 81-83 Upper Water Street, Halifax, N.S.

Date of Contract.—April 19, 1915.

Duration of Contract.—April, 1915, to March 31, 1916.

Service and Ports of Call.—(a) Leaving Halifax every Friday morning, calling at Tancock, Blandford, Indian Point, Mahone Bay, LaHave and Riverport, and returning direct to Halifax from LaHave and Riverport every Saturday.

(b) Leaving Halifax every Tuesday morning, calling at LaHave, Riverport, Park's Creek, West LaHave Ferry, Conquerall Bank and Dayspring, and returning to Halifax every Wednesday, calling at LaHave and Blandford, and also at Tancock.

(c) During the winter months, when Mahone Bay and the LaHave River are frozen over, calls at Mahone Bay, West LaHave, Park's Creek, Conquerall Bank and Dayspring may be omitted.

(d) During the months of January and February one round trip only each week is required, including a call each way at all the ports mentioned above in clauses (a) and (b), provided that calls at any of the said ports may be omitted if ice conditions prevent their being made.

Government Wharves.—Steamers must call whenever possible.

Subsidy.—\$4,000 per annum, payable in quarterly instalments on the last days of June, September, December and March.

Mails.—To be carried free.

Withdrawal of steamers for repairs.—The steamers may be withdrawn from the service for a total period of fourteen days, if required, for necessary repairs.

SESSIONAL PAPER No. 10e

Date of Contract.—March 25, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916.

Service.—Weekly, all the year round.

Ports of Call.—Halifax, Jeddore, Owl's Head, Tangier, Pope's Harbour, Ship Harbour, Sheet Harbour, Sober Island, Spry Bay, St. Peter's, Arichat, West Arichat, Poulamond and L'Ardoise; as well as such other ports or places between the above terminal ports as may be required by the Minister.

(a) The call at Pope's Harbour is at the discretion of the contractors.

(b) The call at L'Ardoise may be omitted in January, February and March.

(c) During the month of February the contractors have the option of omitting calls at St. Peter's, Arichat, West Arichat and Poulamond.

Subsidy.—\$4,000 per annum, payable in two equal instalments, one in October and the other upon the completion of the service.

Government Wharves.—Steamer must call whenever possible.

Time for repairs.—Two weeks are allowed during the year for government inspection and annual overhauling.

Mails.—To be carried free.

DISTANCES.

	Miles.
Halifax to Jeddore.. . . .	55
Jeddore to Owl's Head.. . . .	15
Owl's Head to Tangier.. . . .	10
Tangier to Pope's Harbour.. . . .	10
Pope's Harbour to Ship Harbour.. . . .	10
Ship Harbour to Sheet Harbour.. . . .	20
Sheet Harbour to Sober Island.. . . .	20
Total.. . . .	120

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Margaret.....	92	19	9	100	195	175	90	27	10½	Sheet H'bour.	1907	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy paid.
						\$ cts.
1907.....	50	2,186	4,500	Nil.	Nil.	1,250 00
1908.....	52	1,935	3,470	Nil.	Nil.	2,500 09
1909.....	51	2,226	3,710	Nil.	Nil.	2,500 00
1910.....	52	2,774	2,975	Nil.	Nil.	2,500 00
1911.....	48	2,911	4,695	Nil.	Nil.	2,307 69
1912.....	52	3,138	7,380	Nil.	Nil.	2,500 00
1913.....	50	3,244	7,430	Nil.	Nil.	2,153 84
1914.....	50	2,572	7,700	Nil.	Nil.	3,000 00
1915.....	50	In.....1,415 Out.....1,215	3,100 4,425	Nil.	Nil.	4,000 00
	Tctal.....	2,630	7,535			

HALIFAX, SOUTH CAPE BRETON AND BRAS D'OR LAKE PORTS.

HALIFAX AND GLACE BAY STEAMSHIP Co., LTD.

Contract No. 66.
T. & C. File No. 15508.

Vote 185.—*Steam Service between Halifax, South Cape Breton and Bras d'Or Lake Ports—*

1915-16..	\$4,000
1916-17	\$4,000

Contractors.—The Halifax and Glace Bay Steamship Company, Ltd., of Halifax, N.S.

Date of Contract.—March 24, 1915.

Duration of Contract.—From the opening to the close of navigation in 1915.

Service and Ports of Call.—Owing to the closing of St. Peter's canal, the Minister of Trade and Commerce authorized the Contractors to follow the following itinerary:—

Trip 1.—Halifax to Gabarus, Louisburg, Mainadieu, Port Morien, Glace Bay, Sydney and North Sydney.

Trip 2.—Halifax to Gabarous, Louisburg, Mainadieu, Port Morien, Glace Bay, Sydney, North Sydney, Baddeck, Grand Narrows, Iona and St. Peter's.

Trip 3.—Halifax to Gabarous, Louisburg, Mainadieu, Port Morien, Glace Bay, Sydney, North Sydney, Baddeck, Grand Narrows, Iona and St. Peter's.

Thereafter.—Two trips from Halifax to Gabarous, Louisburg, Main-à-dieu, Port Morien, Glace Bay, Sydney and North Sydney, and one trip from Halifax to Gabarous, Louisburg, Main-à-Dieu, Port Morien, Glace Bay, Sydney, North Sydney, Baddeck, Grand Narrows, Iona and St. Peter's every thirty days.

The last two trips of the season are to be made from Halifax to Gabarous, Louisburg, Main-à-dieu, Port Morien, Glace Bay, Sydney, North Sydney, Baddeck, Grand Narrows, Iona and St. Peter's.

Also three trips during the season are to be made to East Bay calling each way at Johnston's Harbour, Irish Cove, Big Pond and Castle Bay.

SESSIONAL PAPER No. 10e

Government Wharves.—Steamer must call whenever possible.

Subsidy. \$4,000 per annum, payable in July, September, November and at close of navigation.

Mails.—To be carried free.

DISTANCES

	Miles.
Halifax to St. Peter's..	145
St. Peter's to Grand Narrows..	20
Grand Narrows to Iona..	1
Iona to Baddeck..	10
Baddeck to Pt. Bevis..	9
Pt. Bevis to Boularderie..	3
Boularderie to Boularderie Centre..	5
Boularderie Centre to Big Bras d'Or..	6
Big Bras d'Or to New Campbellton ..	1
New Campbellton to North Sydney..	15
North Sydney to Sydney..	5
Sydney to Glace Bay..	21
Glace Bay to Port Morien..	15
Port Morien to Main-à-Dieu..	14
Main-à-Dieu to Louisburg..	16
Louisburg to Gabarous..	14
Total..	300

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		N.H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st class.	2nd class.			At	In	Of
	Ft.	Ft.	Ft.										
Scotsburn.....	135	23	8.5	92	187	225	40	10	30	10 Knots	Mahone...	1910	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid.
						\$ cts.
1911.....	25	148	7,556	Nil.	Nil.	3,800 00
1912.....	21	21	4,985	Nil.	Nil.	3,200 00
1913.....	21	7	4,930	Nil.	Nil.	3,500 00
1914.....	19	6	4,603	Nil.	Nil.	3,333.33
1915	14	In.....	Nil.	1,803	Nil.	2,500.00
		Out.....	Nil.	2,487	Nil.	
		Total...	Nil.	4,290	Nil.	

HALIFAX AND WEST COAST CAPE BRETON.

THE HALIFAX AND INVERNESS STEAMSHIP CO., LTD.

Contract No. 70.
T. & C. File No. 15517.

Note 186.—Steam Service between Halifax and West Coast of Cape Breton, calling at way ports—

1915-16..	\$4,000
1916-17	\$4,000

Contractors.—The Halifax and Inverness S.S. Co. Ltd., of Halifax, N.S.
Date of Contract.—March 25, 1915.
Duration of Contract.—From the opening to the close of navigation in 1915.
Service.—Weekly.

Ports of Call.—Halifax, Port Mulgrave, Port Hastings, Port Hood, Mabou, Grand Etang, Cheticamp, and Eastern Harbour, calling once every two weeks at Havre au Bouche and Margaree, and calling at Inverness whenever there is a reasonable quantity of freight or number of passengers to be landed or embarked, weather permitting.

Government Wharves. Steamer must call whenever possible.

Subsidy.—\$4,000 per annum, payable in instalments of \$2,000 on July 1 and on completion of the service.

Mails. To be carried free.

DISTANCES.

	Miles.
Halifax to Mulgrave..	150
Mulgrave to Hawkesbury..	1
Hawkesbury to Hastings..	3
Hastings to Havre au Bouche..	7
Havre au Bouche to Port Hood..	20
Port Hood to Mabou...	10
Mabou to Margaree..	31
Margaree to Grand Etang..	8
Grand Etang to Eastern Harbour..	9
Eastern Harbour to Pleasant Bay..	15
Total..	254

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TUNNAGE.			Passenger Accommodation.	N. H. P.	Speed, Knots	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Strathlorne.....	116	20·2	9	81	135	180	40	24	9	Mahone...	1909	Wood

SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid.
						\$ cs.
1911.....	30	35	7,864	Nil.	Nil.	1,714 20
1912.....	27	8	6,580	Nil.	Nil.	1,444 44
1913.....	27	Nil.	5,120	Nil.	Nil.	1,500 00
1914.....	27	Nil.	4,662	Nil.	Nil.	3,058 82
1915	27	In.....Nil. Out..... 3	1,005 2,777	Nil.	Nil.	3,000 00
		Total .. 3	3,782			

HALIFAX AND SHERBROOKE.

W. J. MURDOCH.

Contract No. 29.

T. & C. File No. 15387.

Vote 187.—Steam Service between Halifax and Sherbrooke.

1915-16..	\$2,000
1916-17	\$2,000

Contractor.—W. J. Murdoch, of Sherbrooke, N.S.*Date of Contract.*—February 23, 1915.*Duration of Contract.*—April 1, 1915, to March 31, 1916.*Service.*—Weekly.

Ports of Call.—Halifax, Port Dufferin, Moser River, Ecum Secum, Marie Joseph, Liscomb, Sonora and Sherbrooke. Calls at any of these ports may be omitted when ice conditions prevent their being made.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$2,000 per annum; \$1,000 being payable on October 1, and the remainder on the completion of the service.

Mails.—To be carried free.

DISTANCES.

	Miles.
Halifax to Port Dufferin	63
" Moser River..	74
" Ecum Secum..	80
" Marie Joseph..	85
" Liscomb..	94
" Sonora..	103
" Sherbrooke..	110

6 GEORGE V, A. 1916

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.		N.H.P.	Speed.	BUILT.		
	Length	Breadth.	Depth.	Net.	Gross.	Capacity	1st Class.	2nd Class.			At	In	Of
	Ft.	Ft.	Ft.							Knots.			
Dufferin	108	25	8.6	99	210		35	15	42	9	Shelburne, N.S.	1905	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.		Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid.
1913.....	9	2,836		1,500	Nil.	Nil.	\$ cts. 1,000 00
1914.....	45	2,899		3,005	Nil.	Nil.	2,000 00
1915.....	45	In	1,667	2,200	25	Nil.	1,000 00 to Sept. 30, 1915.
		Out	1,250	3,150	10		
		Total..	2,917	5,350	35		

KENORA AND FORT FRANCES.

THE RAINY RIVER NAVIGATION CO., LTD.

Contract No. 48.
T. & C. File No. 15502.

Vote 188.—*Steam Service from the opening to the closing of navigation between Kenora and Fort Frances—*

1915-16..	\$8,000
1916-17..	\$8,000

Contractors. The Rainy River Navigation Co., Ltd. Fort William, Ont.
Date of Contract.—March 25, 1915.

Duration of Contract.—From the opening to the close of navigation in 1915.

Service.—Tri-weekly.

Ports of Call.—Kenora, Keewatin, Rainy River, Emo and Fort Frances; and other way ports, including ports in the United States, at the contractor's option.

Government Wharves.—The steamers must call whenever possible.

Subsidy. \$8,000, payable in such instalments as may have been earned upon August 1 and upon the close of navigation.

Mails. To be carried free.

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DISTANCES.

	Miles.
Kenora to Rainy River...	100
Rainy River to Pinewood...	12
Pinewood to Boucherville...	15
Boucherville to Barwick...	6
Barwick to Emo...	5
Emo to Big Fork...	22
Big Fork to Fort Frances...	20
Total...	180

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.			At.	In.	Of.
Agwinden.	Ft. 105	Ft. 22.5	Ft. 4	143	307	150	60	65	6½	9	Kenora...	1900	Wood
Keenora.....	119.7	28	8.3	268	486	300	100	300	39	11	Kenora...	1897	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy paid.
					Lock Bags.	Tied Sacks.	
1911.....	51	1,455	171	Nil.	102	Nil.	\$ 4,999 33
1912.....	No service	was run under contract.					
1913.....	58	6,328	667	35	116	Nil.	8,000 00
1914.....	52	4,378	807	41	85	Nil.	5,777 77
1915	37	In 900 Out 965	59 46	1 2	37 74	Nil.	5,016 83
Total.....		1,865	105	3	111		

MAINLAND AND MAGDALEN ISLANDS.

WILLIAM McLURE.

Contract No. 12.

T. & C. File No. 15414.

Vote 189.—Steam Service from the opening to the closing of navigation in 1915 between the mainland and the Magdalen Islands—

1915-16	\$18,000
1916-17.....	\$18,000

Contractor.—William McLure, of Pictou, N.S.

Date of Contract.—March 10, 1915.

Duration of Contract. For the season of navigation in 1915.

Service.—Semi-weekly until the closing of navigation at Pictou each year. From such closing of navigation the service shall be continued from some port in Cape Breton to such port or ports in the Magdalen Islands as the Minister may approve, until the closing of navigation at the Magdalen Islands. Calls at Grand Entry need not be made after the end of September in each year.

Ports of Call.—Pictou, Souris, Amherst Island, Point Basse and Grindstone Island, calling at Etang du Nord and Grand Entry once each week; such weekly calls to be made on alternate trips; calling once each month during June, July, August and September at Bryan Island. Whenever the weather will not permit of the landing of mails and cargo at Etang du Nord, the mails for House Harbour and Etang du Nord shall be landed at Grindstone Island, and the steamer shall remain there long enough to allow such mails to be carried to House Harbour and Etang du Nord and return; and in such cases the steamer shall call at Etang du Nord on the following trip. Calls shall also be made at such other ports or places en route as the Minister may from time to time direct.

Freight rates.—A schedule of freight rates is attached to and forms part of the contract.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$18,000 per annum, payable in July and October, and on the close of navigation.

Mails.—To be carried free.

DISTANCES.

	Miles.
Pictou to Souris.. . . .	50
Souris to Etang du Nord.. . . .	76
Etang du Nord to Amherst.. . . .	33
Amherst to Grindstone.. . . .	9
Grindstone to Pointe Basse.. . . .	4
Pointe Basse to Grand Entry.. . . .	15
	187
Etang du Nord to Bryan Island.. . . .	50

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length	Breadth	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Lady Sybil.....	165	28.1	18.7	352	676	415	65	173	12½	Greenock...	1908	Steel.

TRAFFIC RETURNS.

Calendar Year	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy paid.	
					Loose Bags.	Tied Sacks.		
*1907....	58	880	5,900	Not given.	Not given.		15,000 00	
*1908....	61	1,357	4,472	18	2,952	Nil.	15,000 00	
1909....	62	1,168	1,419	944	3,027	169	12,000 00	
1910....	70	1,394	6,048	1,109	2,932	340	15,000 00	
1911....	61	1,416	6,173	1,269	2,551	308	15,000 00	
1912....	64	1,109	7,433	508	2,875	880	14,807 70	
1913....	68	642	6,905	727	3,509	482	15,000 00	
1914....	61	1,380	4,802	811	2,788	921	18,000 00	
1915....	60	In	329	2,629	172	1,233	166	17,769 23
		Out	304	5,833	2	1,272	1,131	
Total.		633	8,462	174	2,505	1,297		

* The Service during these years was performed by the Magdalen Islands Steamship Co. of Halifax.

MULGRAVE AND CANSO.

HUGH CANN & SON.

Contract No. 53.
T. & C. File 14830.

Vote 190.—Steam Service between Mulgrave and Canso

1915-16	\$6,500
1916-17.....	86,500

Contractors.—Hugh Cann & Son, Ltd., of Yarmouth, N.S.

Date of Contract.—March 31, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916.

Service.—Daily (Sundays excepted).

Ports of Call.—Port Mulgrave and Canso, N.S. At the port of Canso calls shall be made at both Whitman's and Matthews and Scott's wharves.

Withdrawal for Repairs.—The steamer *R. G. Cann* may be withdrawn for repairs for one month in each year. During such withdrawal the service shall be performed by such steamer other than the *Malcolm Cann* as may be approved by the Minister.

Wind and Ice.—In the event of any trip or trips being missed on account of wind, fog, snow or ice upon satisfactory evidence being submitted to the Minister, he may direct that no deduction be made from the subsidy otherwise payable for the trip so missed.

Government Wharves. Steamer must call whenever possible.

Subsidy.—\$6,500 per annum, payable in quarterly instalments in July, October, and January, and upon the completion of the service.

(a) One quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in summer, and westbound traffic in winter (a)

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sufficient time to permit of the transfer of passengers, mails and express shipments: but such penalty shall not be inflicted when the contractors are able to satisfy the Minister that the connection has been missed owing to wind, fog, snow or ice.

(b) \$500 of the subsidy shall be deducted should the contractors not place on the said route a substitute steamer other than the *Malcolm Cann* when the *Robert G. Cann* is taken off the said route for repairs as hereinbefore stipulated

Mails.—To be carried free.

Distance.—Canso to Mulgrave, 24 miles.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Robert G. Cann.....	119	24·6	9·4	111	265	Not stated	100	42	11	Shelburne, N.S.	1911	Wood

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy paid.
						\$ cts.
1907.....	*280	2,535	2,665	Not stated.	Not stated.	\$2,000 00
1908.....	286	2,849	2,332	Nil.	777	4,000 00
1909.....	278	2,794	2,639	Nil.	1,905	4,000 00
1910.....	282	3,148	3,095	Nil.	2,128	4,000 00
1911.....	334	3,370	4,647	Nil.	1,839	4,256 41
1912.....	302½	3,529	3,281	Nil.	2,792	6,000 00
1913.....	302	3,577	4,009	Nil.	3,282	6,250 00
1914.....	296½	3,795	3,356	13	3,724	6,500 00
1915.....	307 {	In....2,587 Out....2,716	1,352 2,611	11 1	4,036	6,500 00
	Total...	5,303	3,963	12		

* Estimated.

MULGRAVE AND GUYSBOROUGH.

HUGH CANN & SON.

Contract No. 54.

T. & C. File No. 15507.

Vote 191. Steam Service between Mulgrave and Guysborough, calling at intermediate ports.—

1915-16..	\$5,500
1916-17..	\$5,500

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Contractors.—Hugh Cann & Sons, of Yarmouth, N.S.

Date of Contract.—March 24, 1915.

Duration of Contract.—April 1, 1915 to March 31, 1916.

Service.—Daily (except Sundays).

Ports of Call.—Port Mulgrave and Guysborough, calling at Queensport every trip from Guysborough to Mulgrave, and three times each week on return trip to Guysborough on those days on which the steamer is not required to proceed to Boylston. Trips to Boylston shall be made three times each week, during the season of open navigation.

Repairs.—The steamer may be withdrawn one month during each year for repairs, etc. During such withdrawal the service shall be performed by such steamer other than the *Robert G. Cann* as may be approved by the Minister.

Wind, Fog, Snow or Ice.—If any trip be missed on account of wind, fog, snow or ice, no deduction may be made from the subsidy otherwise payable for the trip so missed.

Subsidy.—\$5,500 per annum, payable quarterly, in July, October, January and April.

(a) One quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in the summer season and westbound traffic in the winter season in sufficient time to permit of the transfer of passengers, mails and express shipments, unless the connection has been missed owing to wind, fog, snow or ice.

(b) \$500 of the subsidy shall be deducted should the contractors not place on the route a substitute steamer other than the *Robert G. Cann* when the *Malcolm Cann* is taken off for repairs.

Mails.—To be carried free.

DISTANCES

	Miles.
Guysborough to Mulgrave (via Queensport)	29½
Mulgrave to Guysborough (direct)	25
Guysborough to Boylston	5

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Malcolm Cann.	112	20·1	10·8	78	212	Not stated	86	53	11	Lockeport, N.S.	1898	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy paid.
						\$ cts.
1907.	*270	3,202	783	Not stated.	Not stated.	2,500 00
1908	265	3,099	1,576	32	581	5,000 00
1909	279	3 129	1,166	Nil.	980	4,000 00
1910.	324	3,509	1,449	Nil.	981	5,000 00
1911.	292	4,081	1,379	Nil.	1,145	5,403 84
1912	308½	4,165	1,211	Nil.	1,425	6,000 00
1913	294½	4,068	2,092	Nil.	2,215	5,110 58
1914	297½	3,812	1,815	Nil.	3,052	5,500 00
1915	308	In....1,928 Out....2,109	997 682	Nil.	3,440	5,500 00
	Total.	4,037	1,679			

* Estimated.

NEWCASTLE, NEGUAC AND ESCUMINAC, MIRAMICHI RIVER AND MIRAMICHI BAY.

MIRAMICHI STEAM NAVIGATION COMPANY, LTD.

Contract No. 19.

T. & C. File 15413.

Vot. 1912. —Steam Service between Newcastle, Neguac and Escuminac, calling at all intermediate points on the Miramichi River and Miramichi Bay—

1915-16..	\$2,500
1916-17..	\$2,500

Contractors.—The Miramichi Steam Navigation Company, Ltd., of Chatham, N.B.

Date of Contract.—March 16, 1915.

Duration of Contract.—From the opening to the close of navigation in 1915.

Service and Ports of Call.—On Mondays, Wednesdays and Fridays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Church Point, Escuminac, Neguac and Mills Point Wharf.

On Tuesdays, Thursdays and Saturdays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Bay du Vin, Church Point and Neguac.

The calls at Lower Newcastle and Mills Point Wharf are conditional upon the completion of the wharves at the respective points.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$2,500, payable in two equal instalments, on September 1 and on the completion of the contract.

Mails.—To be carried free.

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DISTANCES.

	Miles
Newcastle to Chatham..	5
Chatham to Loggieville..	5
Loggieville to Oak Point..	7
Oak Point to Burnt Church..	9
Burnt Church to Bay du Vin..	10
Burnt Church to Escuminac..	13
Escuminac to Neguac..	17
Total..	66

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity				At	In.	Of
	Ft.	Ft.	Ft.						Knots			
Alexandra.....	97	24 5	9	136	200	50	400	38	10	Chatham.	1902	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of passengers Carried.	Tons of Freight Carried.	Live Stock.	Sacks of Mail.	Subsidy Paid.
1907.. . . .	170	2,000	1,500	Not given.	Not given.	\$ 1,500 90
1908.. . . .	170	7,500	1,300	14	625	1,500 00
1909.. . . .	162	7,050	1,475	34	702	2,000 00
1910.. . . .	174	8,396	1,510	29	574	2,000 00
1911.. . . .	166	7,004	1,445	45	493	2,500 00
1912.. . . .	175	7,314	1,764	23	552	2,500 00
1913.. . . .	189	8,228	1,960	56	557	2,500 00
1914.. . . .	160	7,756	1,921	32	510	2,262 57
1915.. . . .	186	In 3,881 Out 3,881	482 1,922	24 8	343 251	2,500 00
Total.. . . .		7,762	2,404	37	594	

PELEE ISLAND AND THE MAINLAND.

THE WINDSOR AND PELEE ISLAND STEAMSHIP CO., LTD.

Contract No. 52.

T. & C. File 15436.

Vote 193.—Steam Service between Pelee Island and the Mainland—

1915-16..	\$8,000
1916-17	8,000

Contractors.—The Windsor and Pelee Island Steamship Co., Ltd., Seudder P.O., Pelee Island, Ont.

Date of Contract.—March 6, 1915.

Duration of Contract. April, 1915, to March 31, 1916.

Service and Ports of Call.—Six round trips each week, weather permitting, between Pelee Island and the mainland, calling five times each week at Kingsville and Leamington, Ont., and once at Windsor and Amherstburg, Ont.

Tariff Rates.—Passenger rate for the return trip between Pelee Island and Kingsville or Leamington or vice versa, \$1; and for the return trip between Pelee Island and Windsor or vice versa, \$1.50.

Freight rates are to be the same as those contained in a schedule attached to the contract.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$8,000, payable in equal instalments on the last days of June, September, December and March.

Mails.—Are to be carried during open navigation between the post offices of Pelee Island, Pelee Island South and Scudder, and such post offices on the mainland as may be designated by the Postmaster General. During the season of closed navigation the contractors shall provide means for carrying the mails twice each week to and from Leamington and the post offices on Pelee Island hereinbefore stated; during closed navigation the contractors are not required to carry matter forward by parcel post.

DISTANCES.

	Miles
Kingsville to Leamington... ..	8
Leamington to Pelee Island... ..	16
Pelee Island to Windsor... ..	53
Total... ..	77

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Pelee.....	145	24	13	242	537		389	58	13	Collingwood... 1914		Steel.

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TRAFFIC RETURNS

Calendar Year.	No. of Round Trips Run.	Passengers. Number.	Freight. Tons.	LiveStock.	MAILS.		Amount Paid.
					Bags.	Sacks.	
1907*		2,671	2,730	Nil.	Not stated.	Not stated.	\$ 1,500
1908*, Jan. 1 to June 30.		624	5,540	150	150	117	575
1909.....		2,015	358	555	348	24	4,000
1910.....	180	5,602	†2,718	1,231	1,016	215	4,000
1911.....	211	4,360	†1,244	732	1,220	383	5,000
1912.....	184	5,300	3,667	447	977	392	5,000
1913.....	185	6,167	††4,007	660	1,431	708	5,000
1914.....	187	3,672	†3,469	571	562	455	7,000
1915.	241	In 1,917 Out 1,908	**1,025 2,555	34 977	391 374	644 82	8,000
	Tot21	7,825	3,580	1,010	765	726	

††and 169 M ft. lumber.
*Service performed by T.J. Stockwell, Leamington, Ont. During the latter part of 1908 the Chatham Navigation Co. performed this service.
†222 M ft. lumber and 154 M shingles were also carried.
†279 M ft. lumber were also carried.
††147 M ft. lumber were also carried.
**174 M ft. lumber were also carried.

SCHEDULE OF FREIGHT RATES.

	Kingsville and Leamington.	Windsor.
	\$ cts.	\$ cts.
Grain and potatoes, per cwt., car lots.....	0 06	0 08
Single bags up to fifty, per cwt.....	0 07	0 09
Fruit in baskets, per cwt.....	0 20	0 20
Wine, per bbl.....	0 50	0 50
Oil, per bbl.....	0 50	0 50
Salt and flour, per bbl.....	0 25	0 25
Minimum charge on one parcel.....	0 15	0 15
Any one animal, horse or cattle.....	1 50	1 50
Any two animals, horses or cattle.....	3 00	3 00
Any three animals, horses or cattle.....	4 50	4 50
Any additional animal over three.....	1 25	1 25
Hogs and sheep up to ten, each.....	0 40	0 40
Hogs and sheep over ten, each.....	0 35	0 35
Groceries and hardware, per cwt.....	0 15	0 15
Lumber, per M ft. up to 5 M ft.....	2 00	2 00
After 5 M ft.....	1 50	1 50
Shingles per M.....	0 25	0 25
Lath, per M.....	0 35	0 35
Gristing, per bag, return.....	0 10	0 10
Tobacco, per cwt.....	0 20	0 20
Buggies, set up, each.....	1 00	1 00
Buggies, crated, each.....	1 50	1 50
Coal, per ton.....	1 00	1 00

PETIT DE GRAT AND INTERCOLONIAL RAILWAY TERMINUS AT -
MULGRAVE.

WILLIAM G. LESLIE.

Contract No. 20.
T. & C. File No. 15580.

Vote 194.—Steam Service between Petit de Grat and Intercolonial Railway Terminus at Mulgrave.

1915-16.. . . .	\$7,000
1916-17	\$7,000

Contractor.—William J. Leslie, of Grindstone, Magdalen Islands, and Halifax, N.S.

Date of Contract.—March 24, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916.

Service and Ports of Call.—One full trip each way daily (Sundays excepted) between Petit de Grat, Arichat and Mulgrave, calling on all trips both going and coming at Arichat and West Arichat, and once each week at Correto's Factory, Cape Auget, on trips from Arichat to Mulgrave.

Wind and ice.—In the event of any trip or trips being missed on account of wind or drifting ice, no deduction may be made from the subsidy otherwise payable for the trips so missed.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$7,000, payable quarterly in July, October, January and April.

Repairs.—The steamer may be laid off twice in the year, if necessary, for repairs and other overhauling, such period not to exceed two weeks during the continuance of this contract.

DISTANCES.

	Miles.
Petit de Grat to Arichat.. . . .	8
Arichat to West Arichat.. . . .	7
West Arichat to Mulgrave.. . . .	18
Total.. . . .	33

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Magdalen.. .	Ft. 98·6	Ft. 21·6	Ft. 8·8	91	134	150	18	28	10	Shelburne, N.S.	1906	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails, Sacks.	Subsidy Paid.
1907.....	283	1,972	852	Not stated.	Not stated.	3,000 00
1908.....	275	1,950	800	Nil.	Nil.	3,000 00
1909.....	253	1,989	874	5	570	3,000 00
1910.....	305	1,978	726	Nil.	1,698	3,000 00
1911.....	264	2,167	952	Nil.	1,583	3,257 71
Jan. 1 to May 4, 1912....	96½	747	285	121	236	472 22
May 13 to Dec. 31, 1912	190½	2,361	673	Nil.	1,401	3,119 04
1913.....	281½	3,160	1,070	2	2,672	5,588 60
1914.....	276½	2,569	835	Nil.	3,354	6,750 00
1915.....	275½	In 1,168 Out 972	146 686	Nil. Nil.	860 2,084	7,000 00
Total.		2,140	832	Nil.	2,944	

From 1907 to May 4, 1912, the service was performed by Messrs, Hugh Cann & Son, of Yarmouth, N.S.

PETITCODIAC RIVER, MONCTON, WAY PORTS, AND A PORT OR PORTS IN THE COUNTY OF CUMBERLAND, N.S.

SHEPODY NAVIGATION CO., LTD.

Contract No. 47.

T. & C. File No. 15388.

Vote 195.—Steam Service on the Petitcodiac River between Moncton and way ports and a port or ports on the west coast of Cumberland county—

1915-16..	\$2,500
1916-17..	\$2,500

Contractors.—The Shepody Navigation Company, Ltd., of Moncton, N.B.

Date of Contract.—February 23, 1915.

Duration of Contract.—From the opening to the close of navigation, 1915.

Service and Ports of Call.—Tri-weekly trips between Moncton and Hillsborough, Edgett's Landing and Hopewell 'Cape; and weekly trips between Moncton and Hopewell Hill, Riverside and Harvey, N.B., such weekly trips to extend every second week to Joggins and Shulee, N.S.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$2,500, one-half payable on July 1 and the remainder on the close of navigation.

Mails.—To be carried free.

DISTANCES.

	Miles.
Moncton to Hillsborough..	15
" Edgett's..	18
" Hopewell Cape..	22
" Hopewell Hill..	31
" Harvey..	32
" Riverside..	34
" Shulee..	37
" Joggins..	39
" R. Hebert..	51

DESCRIPTION OF VESSEL EMPLOYED.

Name	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N. H. P.	Speed.	Route.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.									
Wifund C	80	18	8	48	99	680 brls.	125	16	12	Yarmouth, N.S.	1897	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of freight Carried.	Live Stock.	Mails.	Subsidy Paid.
						\$
1907.....	98†	1,445	2,786	Not stated.	Not stated.	*2,500
1908.....	98†	1,060	2,415	2	Nil.	2,000
1909.....	99	872	1,880	Nil.	Nil.	2,000
1910.....	98	1,705	1,905	Nil.	Nil.	2,000
1911.....	99	1,004	826	Nil.	Nil.	2,000
1912.....	98	711	1,486	Nil.	Nil.	2,000
1913.....	97	784	1,474	Nil.	Nil.	2,000
1914.....	97	1,016	1,612	Nil.	Nil.	2,500
1915.	105	{ In 468 Out 378	{ 454 981	Nil.	Nil.	2,500
Total		846	1,435			

*Including part of subsidy for previous year. †Estimated.

PICTOU AND MONTAGUE.

THREE RIVERS STEAMSHIP COMPANY.

Contract No. 19.
T. & C. File No. 14657.

Vote 1915.—Steam Service between Pictou and Montague, calling at Murray Harbour and Georgetown—

1915-16.	\$6,000
1916-17	\$6,000

Contractors.—The Three Rivers Steamship Company, of Charlottetown, P.E.I.
Date of Contract.—March 31, 1915.
Duration of Contract.—From the opening to the close of navigation in 1915.

SESSIONAL PAPER No. 10e

Service and Ports of Call.—Three round trips each week, sailing from Montague, calling at Georgetown and Murray Harbour, P.E.I., and Pictou, N.S., returning to Murray Harbour, Georgetown and Montague, and making one call each week at Cardigan.

Subsidy.—\$6,000 per annum, payable in three equal instalments in July, September and at the close of navigation.

Mails.—To be carried free.

Government Wharves.—Steamer must call whenever possible.

DISTANCES.

	Miles.
Montague to Georgetown	5
Georgetown to Murray Harbour.. . . .	30
Murray Harbour to Pictou.. . . .	35
Total.. . . .	71

DESCRIPTION OF VESSEL EMPLOYED.

Name	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N.H.P.	BUILD		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity			At	In	Of
	Ft.	Ft.	Ft.								
Enterprise.	120	25	8.5	98	210	100	100	42	Shelburne, N.S.	1907	Wood

Speed, 11 knots

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid.
1907.....	76	1,320	2,464	Not stated.	Not stated.	\$2,400
1908.....	98	1,366	3,376	137	313	6,000
1909.....	101	1,533	3,410	826	290	6,000
1910.....	106	1,525	3,416	634	817	6,000
1911.....	96	1,709	3,755	362	263	6,000
1912.....	98	1,739	5,634	409	303	6,000
1913.....	111	2,132	4,785	242	457	6,000
1914.....	97	1,885	5,126	423	417	6,000
1915.....	96	In 901 Out 1,025	2,227 2,665	22 208	184 209	6,000
Total....		1,926	4,892	230	563	

PICTOU, NEW GLASGOW AND ANTIGONISH COUNTY PORTS.

A. J. McDONALD.

Contract No. 75.

T. & C. File No. 15494.

Vote 197.—Schooner Service between Pictou and New Glasgow, Antigonish County Ports and Mulgrave—

1915-16..	\$1,000
1916-17..	1,000

Contractor.—Alexander John McDonald, of Arisaig, N.S.

Date of Contract.—March 23, 1915.

Duration of Contract.—From the first week of April until the close of navigation (November 1) in 1915.

Service and Ports of Call.—One round trip each week from Pictou, calling at New Glasgow, Lismore, McAra’s Brook, Arisaig, Malignant Cove, Georgeville, Livingstone Cove, Ballantyne Cove, Morristown Wharf, Bayfield, Tracadie and Harbour au Boucher. The call at Tracadie is contingent upon there being sufficient depth of water at the wharf there.

Government Wharves.—Vessel must call whenever possible.

Subsidy.—\$1,000 of which \$500 are payable on August 1, and the balance upon the completion of the service.

DISTANCES.

	Miles.
New Glasgow to Pictou..	9
Pictou to Lismore..	17
Lismore to McAra’s Brook..	3
McAra’s Brook to Arisaig..	3
Arisaig to Malignant Cove..	4
Malignant Cove to Georgeville..	4
Georgeville to Livingston Cove..	4
Livingston Cove to Ballantyne Cove..	6
Ballantyne Cove to Morristown..	7
Total..	57

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Alma S.	53.2	14.6	7.6	27	29		1	7		Tancook, N.S.	1912	Wood

The vessel is a schooner, fitted with an auxiliary gasoline engine.

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TRAFFIC RETURNS

Calendar Year.	No. of Round Trip Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1913	42	23	472	Nil.	Nil.	\$ 500
1914	24	Nil.	540	Nil.	Nil.	1,000
1915		Nil.	In 150	Nil.	Nil.	1,000
			Out 510			
			660			

PICTOU, MULGRAVE AND CHETICAMP.

Roderick McDougall.

Contract No. 16.
T. & C. File No. 15492.

Vote 198.—Steam Service from the opening to the closing of navigation in 1915, between Pictou, Mulgrave and Cheticamp.

1915-16.	87,500
1916-17	7,500

Contractor.—Roderick McDougall, of Port Hood, N.S.
Date of Contract.—March 22, 1915.

Duration of Contract.—From the opening to the close of navigation, 1915.

Service and Ports of Call.—(a) One round trip every fortnight between Pictou and Mulgrave, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingstone Cove, Ballantyne Cove and Cribbin's Point; and
(b) Two round trips each week between Mulgrave and Cheticamp, calling both ways at Port Hastings, Port Hawkesbury, Port Hood, Port Hood Island, Margaree Harbour, Grand Etang, and Eastern Harbour; and calling once each week at Pleasant Bay, and whenever passengers or freight are offered and whenever required by the Minister at Henry Island, Mabou Mouth, Inverness, Red Cape and Port Bain, as well as at such other port or ports, place or places *en route* as the Minister may direct.

Regular semi-weekly connections are to be maintained with the Intercolonial Railway at Mulgrave, and the Plant Line steamers at Hawkesbury.

Subsidy.—\$7,000 payable in equal instalments on the first days of July and October and on the completion of the service.

Mails.—To be carried free.

Government Wharves.—Steamer must call whenever possible.

DISTANCES.

	Miles.
Pictou to Arisaig..	24
Arisaig to Malignant Cove..	5
Malignant Cove to Georgeville..	5
Georgeville to Livingstone..	4
Livingstone to Ballantyne..	10
Ballantyne to Morristown..	10
Morristown to Mulgrave..	27
Mulgrave to Hawkesbury..	2
Hawkesbury to Hastings..	3
Hastings to Port Hood..	27
Port Hood to Mabou Mouth..	8
Mabou Mouth to Port Bain..	15
Port Bain to Inverness..	5
Inverness to Red Cape..	5
Red Cape to Margaree..	11
Margaree to Grand Etang..	10
Grand Etang to Cheticamp..	10
Cheticamp to Pleasant Bay..	19
Total	200

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Kinburn	114	23.5	10.5	79	168		40	28	10	Mahone Bay, N.S.	1910	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	TONS OF FREIGHT CARRIED.		Number of Live Stock.	Bags of Mail.	Subsidy Paid.
			Weight.	Measure-ment.			
							\$ cts.
1907	24	181	670	Nil	Not given.	Not given.	1,368 00
1908	31	282	1,857	776	248	Nil.	2,000 00
1909	32	198	1,289	Nil.	678	Nil.	2,000 00
1910	36	247	1,361	Nil.	927	Nil.	2,000 00
1911	26½	326	1,387	382	Nil.	Nil.	2,096 50
1912	86	715	3,609	Nil.	998	Nil.	6,718 75
1913	84	904	2,687	Nil.	257	Nil.	7,000 00
1914	64	550	535	Nil.	Nil.	Nil.	5,942 70
1915	67	In 158	725	Nil.	Nil.	Nil.	5,566 26
		Out 157	410	Nil.	Nil.	Nil.	
		Total 315	1,145	Nil.	Nil.	Nil.	

Traffic returns shown above from 1907 to 1911 inclusive are for Pictou-Cheticamp service only (123 miles), from Pictou to Port Hood, Mabou, Port Bain, Inverness, Red Cape, Margaree, Big Pond and Cheticamp.

PORT MULGRAVE, ST. PETER'S, IRISH COVE AND MARBLE MOUNTAIN
 - RICHMOND STEAMSHIP COMPANY.

Contract No. 26.
 T. & C. File 15466.

Vote 199.—Steam Service from the opening to the closing of navigation in 1916., between Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain, and other ports on the Bras d'Or Lakes—

1915-16..	\$6,500
1916-17..	6,500

Contractors.—The Richmond Steamship Company, of Sydney, N.S.

Date of Contract.—March 12, 1915.

Duration of Contract.—From the opening to the close of navigation in 1915.

Service and Ports of Call.—Two full round trips each week between Port Mulgrave, Poulamond, Grandique, River Bourgeois, St. Peter's, Johnston's Harbour, Irish Cove and Grand Narrows, and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week are to extend to West Bay.

Owing to the closing of St. Peter's Canal, the following itinerary was substituted for the one mentioned in the contract, with the Minister's approval:—

Two full round trips each week between St. Peter's, Johnston's Harbour, Irish Cove and Grand Narrows; and four full round trips each week between Grand Narrows and Marble Mountain, of which two trips each week are to be extended to West Bay, calling at Iona.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,500 per annum, payable in July, October, December and at the close of the service.

DISTANCES.

		Miles.
Grand Narrows to	Marble Mountain..	18
"	West Bay..	31
"	Irish Cove..	11
"	Johnston's Harbour..	19
"	St. Peter's..	31
"	Grandique..	44
"	Mulgrave..	65

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			No. of Passengers Carried.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Richmond.....	112.5	18	8.25	105	162	75	100	21	9	Sydney..	1905	Wood

6 GEORGE V. A. 1916

TRAFFIC RETURNS.

Calendar Year.	Number of Round trip Run.	Number of Passengers Carried.	Tons of Freight Carried	Live Stock Carried.	Mails.	Subsidy Paid.
1907.		1,320	650	Not stated.	Not stated	\$6,000 00
1908.	145	2,100	772	Nil.	Nil.	6,000 00
1909.	153	2,290	554	Nil.	Nil.	6,000 00
1910.	156	2,200	425	Nil.	Nil.	6,000 00
1911.	204	1,970	515	6	Nil.	6,000 00
1912.	214	2,274	735	28	Nil.	6,000 00
1913.	224	2,180	674	35	Nil.	5,920 50
1914.	197	1,250	475	10	Nil.	6,500 00
1915.	208½	In 710	315	13	Nil.	6,500 00
		Out 650	152	2	Nil.	
		Total 1,360	467	15	Nil.	

PRINCE EDWARD ISLAND, CAPE BRETON AND NEWFOUNDLAND.

W. N. MACDONALD.

Contract No. 36.

T. & C. File 15586.

Vote 200. Steam Service between Prince Edward Island and Cape Breton, and Newfoundland

1915-16..	\$16,500
1916-17..	16,500

Contractors.—W. N. Macdonald, of 211 Esplanade, Sydney, N.S.

Date of Contract.—June 26, 1915.

Duration of Contract.—July 8 to December 31, 1915.

Service and Ports of Call.—Regular sailings every fifteen days from the commencement of the service until September 15, and after September 15, every ten days until the last day of November, 1915. The contractor has the option of discontinuing the service at the end of November, but if the service be continued during December one trip every fifteen days shall be required.

The ports of call are Summerside, P.E.I., and St. John's, Nfld., calling each way at Charlottetown, P.E.I., and Sydney, N.S., and if so required by the Minister calling on outward voyages only at Souris, P.E.I., and North Sydney, N.S.

Calls at any of the afore-mentioned ports shall be conditional upon there being sufficient depth of water and a reasonable amount of freight offering.

Government Wharves. Steamers must call whenever possible.

Subsidy.—\$2,500 per month for each of the months of July, August, September, October and November, and \$2,500 for the month of December, if the service is continued during that month. The total subsidy is to be not more than \$15,000.

Provided, however, that in the event of stress of weather, or other causes over which the contractor has no control, the full number of trips above provided for should not be performed, the contractor shall have the option of performing such trips or any proportion thereof in the month of January, and shall receive a proportionate subsidy therefor.

Mails.—To be carried free.

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DISTANCES

	Miles.
Summerside to Charlottetown.	
Charlottetown to Sydney...	207
Sydney to St. John's, Nfld...	
Total...	

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS			TONNAGE			N. H. P.	Speed, Knots.	PASSENGER ACCOMMODATION.		Refrigerator Space	BUILT		
	Length.	Breadth.	Depth.	Net	Gross	Capacity.			1st Class.	2nd Class.		At	In	Of
	Feet.	Feet.	Feet.								C. Ft.			
Senlac.....	182.4	33.0	16.1	615	1,011	1,100	66	11	40	40	1,050	St. John, N.B.	1904	Wood.

The *Senlac* was destroyed by fire in Sydney Harbour on December 14, 1915.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags Mail.	Subsidy Paid
1907.....	10	830	7,745	Not stated.	Nil.	\$ 8,000 00
1908.....	9	482	6,864	1,219	Nil.	8,000 00
1909.....	12	535	11,321	1,415	Nil.	8,000 00
1910.....	12	417	10,251	2,052	Nil.	8,000 00
1911.....	32	2,157	37,283	2,814	Nil.	12,000 00
1912.....	27½	1,193	27,038	1,998	Nil.	12,000 00
1913.....	33	1,459	27,722	2,414	Nil.	16,500 00
1914.....	22½	633	23,017	1,983	Nil.	14,278 84
1915	11	In 39 Out 20	87 2,225	1 903	Nil. 449	} 10,416 67
		Total 59	2,312	904	449	

From 1907 to 1914 inclusive this service was performed by the Dominion Coal Co., Ltd., of Glace Bay, C.B.

ORIGIN, QUANTITY, AND VALUE OF CARGO EXPORTED.

Calen- dar Year.	From	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.
1912...	Sydney	252	4	\$ 10,970	Nil.	Nil.	Nil.	252	4	\$ 10,970
	Charlottetown	7,161	138 ³ / ₄	228,844	Nil.	Nil.	Nil.	7,161	138 ³ / ₄	228,844
	Summerside..	575		26,555	Nil.	Nil.	Nil.	575		26,555
	Montreal....	16,459 ¹ / ₂	40	1,034,416	1,192 ¹ / ₄	6	191,025	17,651 ³ / ₄	46	1,225,441
	Total.....	24,447 ¹ / ₂	182 ³ / ₄	1,300,785	1,192 ¹ / ₄	6	191,025	25,639 ³ / ₄	188 ³ / ₄	1,491,810
1913...	Sydney...	320	14	10,787	Nil.	Nil.	Nil.	320	14	10,787
	Charlottetown..	5,224	84	212,262	Nil.	Nil.	Nil.	5,224	84	212,262
	Summerside..	783	Nil.	23,049	2	Nil.	328	785		23,377
	Montreal.....	17,422	Nil.	1,143,369	1,375	2	289,904	18,797	2	1,433,273
	Total.....	23,749	98	1,389,467	1,377	2	290,232	25,126	100	1,679,699
1914...	Sydney.....	172	7	8,820	Nil.	Nil.	Nil.	172	7	8,820
	Charlottetown..	4,333	57	196,369	Nil.	Nil.	Nil.	4,333	57	196,369
	Summerside..	1,289	Nil.	36,423	Nil.	Nil.	Nil.	1,289	Nil.	36,423
	Montreal.....	13,329	8	866,215	1,180	Nil.	248,158	14,509	8	1,114,373
	Total.....	19,123	72	1,107,827	1,180	Nil.	248,158	20,303	72	1,355,985
1915	This information has not been furnished by the contractor yet.									

PRINCIPAL ARTICLES EXPORTED.

From Sydney: All Canadian Origin.—Felt, roofing, coal tar, cement, asbestos, sheep and lambs, iron pipe, hides, fertilizer, castings, and wire.

From Charlottetown: All Canadian Origin.—Oats, potatoes, hay, turnips, cabbages, beets, apples, butter, cattle, sheep, pigs, horses, condensed milk, lumber, straw, cheese, leather, eggs, plums, vegetables, and farm implements.

From Summerside: All Canadian Origin.—Cattle, sheep, potatoes, hay, oats, straw, cheese, butter, and vegetables.

From Montreal: Canadian Origin.—Flour, wheat, bran, corn, hay, malt, oats, barley, yeast, cheese, butter, leather, fruit juice, pork, oilcloth, paint, paper, shot, trunks, groceries, stamped ware, metal shingles, oil, hardware, drugs, nails, wire, solder, fencing, woollen goods, corsets, rubbers, rubber shoes, stoneware, chewing gum, roofing cement, matches, wire cloth, sewing machines, structural steel, shoes and washboards.

United States Origin.—Beef, pork, veal, oil, lard, drugs, gasolene, tea, stoneware, wines and liquors, nails, matches and hardware.

SESSIONAL PAPER No. 10e

PRINCE EDWARD ISLAND AND THE MAINLAND

CHARLOTTETOWN STEAM NAVIGATION COMPANY

Contract No. 13.
T. & C. File 11631.

Vote 201.—Steam service from the opening to the closing of navigation in 1916, between Prince Edward Island and the mainland—

1915-16.	\$12,500
1916-17.	12,500

Contractors. The Charlottetown Steam Navigation Company, Ltd., of Charlottetown, P.E.I.

Date of Contract.—March 23, 1910.

Duration of Contract.—From the opening of navigation in 1911 to December 31, 1916.

Service and Ports of Call.—One full round trip daily (Sundays excepted) during the season of navigation, between Charlottetown and Pictou; and one full round trip daily (Sunday excepted) during the season of navigation between Summerside and Point du Chene. A reasonable time is to be allowed for transfer of freight to and from the railways.

Change in Route.—Should the Minister during the continuance of this contract at any time so decide, and the proper facilities be provided, the route known as the Charlottetown-Pictou route shall be changed to the Charlottetown-Brulé route, and the services performed between the two latter ports in the manner provided in this contract for the Charlottetown-Pictou route.

Cold Storage.—Each steamer is to be fitted with and to operate such cold storage appliances as the Minister may from time to time require.

Subsidy.—\$12,500 per annum, payable as follows—\$3,500 on July 1; \$5,000 on October 1, and \$4,000 on the close of navigation, in each year.

Mails.—To be carried free.

DISTANCES.

	Miles.
Charlottetown to Pictou	52
Summerside to Pointe du Chene.	40

From 1907 to 1914, inclusive, this service was performed by the Dominion Coal Co.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length	Breadth	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft.		Kts.			
On Charlottetown and Pictou Route— Northumberland.	225	33	20	519	1,255	500	585	Nil.	350	15	Newcastle-on-Tyne.	1891	Steel.
On Summerside and Point du Chene Route— Empress.	235	34	20	612	1,342	650	707	Nil.	365	16½	Newcastle-on-Tyne.	1906	Steel.

TRAFFIC RETURNS.

CHARLOTTETOWN AND PETER'S SERVICE.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails		Subsidy Paid.
1907	177	8,862	16,247	Not stated.	Not stated.		\$12,500—for both services.
					Lock Bags.	Tied Sacks.	
1908	208	11,104	18,258	2,287	2,357	2,255	\$12,500—for both services.
1909	217	9,733	20,939	3,008	2,251	2,154	\$12,500—for both services.
1910	219	11,282	18,410	4,878	2,309	2,052	\$12,500—for both services.
1911	207	10,641	18,299	2,521	1,930	1,375	\$12,500—for both services.
1912	212	10,879	20,135	2,611	1,919	1,443	\$12,500—for both services.
1913	226	13,107	20,190	4,332	2,014	1,589	\$12,500—for both services.
1914	206	11,601	24,867	4,091	1,900	2,191	\$12,500—for both services.
1915	203	In...5,761 Out...5,943	12,387 12,753	639 3,257	963 887	1,496 707	\$12,500—for both services.
	Total...	11,704	25,140	3,896	1,850	2,203	

SUMMERSIDE AND POINT DU CHENE SERVICE.

1907.....	199	29,135	20,317	Not stated.	Not stated.		See above.
					Lock Bags.	Tied Sacks.	
1908.....	198	29,240	16,721	14,765	2,694	19,361	
1909.....	210	30,653	23,799	15,321	2,683	23,502	
1910.....	222	31,649	19,421	13,887	3,097	28,704	
1911.....	212	31,788	21,036	7,442	3,491	33,138	
1912.....	209	32,144	19,825	7,788	4,038	30,631	
1913.....	226	36,355	21,774	9,671	4,266	33,368	
1914.....	202	30,521	23,972	7,440	4,061	28,752	
1915.....	209	In...13,290 Out 14,375	12,767 8,694	87 8,964	2,558 1,716	21,350 8,654	
	Total...	27,665	21,461	9,051	4,274	30,004	

QUEBEC AND HARRINGTON.

CANADA STEAMSHIP LINES, LTD.

Contract No. 25.
T. & C. File 15515.

Vote 202. Steam Service during the year 1916, between Quebec and Harrington,
calling at ports and places along the northern shore of the River St. Lawrence
between such terminals.

1915-16.....	828,000
1916-17.....	28,000

SESSIONAL PAPER No. 10c

Date of Conference: April 16, 1945.

Duration of Contract. From April 15, 1915, to the close of incineration on the St. Lawrence in 1915. The contractors have the option of renewing the contract for a further period of one year.

Service.—Four round trips each month from Quebec to Natashquan, one trip each month to be extended to Harrington Harbour, and one trip during the season to be extended to Blanc Sablon.

Ports of Call.—Sailing from Quebec to Natashquan and return, calling both ways on all trips at Les Escoumains, Godbout, Point des Monts, Trinity Bay, Penticost River, River aux Graines, Clarke City, Seven Islands, Moisie, Sheldrake, Thunder River, Magpie, River St. John, Long Point, Mingan and Esquimaux Point.

Cold Storage.—During the fresh fish shipping season the steamships engaged in the service shall have such reasonable cold storage accommodation as may be required for the trade offering.

Through Bills of Lading.—When required, the contractors shall issue through bills of lading to and from Montreal from all ports of call.

Subsidy.—\$28,000 per annum, \$9,000 being payable on July 1, \$9,000 on October 1, and \$10,000 on the closing of navigation.

Mails.—To be carried free.

DISTANCES.

	Miles.
Quebec to Godbout..	224
Godbout to Pt. des Monts..	8½
Pt. des Monts to Trinity Bay..	6
Trinity Bay to Egg Island..	12½
Egg Island to Pentecost..	12
Pentecost to Seven Islands..	42
Seven Islands to Clark City..	3½
Clark City to Moisie..	18
Moisie to Rivière aux Graines..	35
Rivière aux Graines to Sheldrake..	12
Sheldrake to Thunder River..	5
Thunder River to Magpie..	13½
Magpie to St. John's River..	6
St. John's River to Long Point..	8½
Long Point to Mingan..	5
Mingan to Esquimaux Point..	17
Esquimaux Point to Natashquan..	77½
Natashquan to Harrington..	122½
Total..	628½

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N.H.P.	Speed.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Cascapedia....	245·2	35·2	15	1185	1849	1000	180	189	10	Dundee...	1895	Steel.
Laurentian....	149	24	11·1	155	355	168	62	84	10	Beverley, Eng.	1902	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy paid.
1907.	32	2,508	24,000	Not stated.	Not stated.		\$ 20,000 cts 00
					Lock Bags.	Tied Sacks.	
*1908	35	2,695	10,180	22	1,692	1,448	20,000 00
*1909	35	2,359	4,970	110	1,589	913	20,000 00
*1910	30	2,996	8,600	179	1,389	1,138	20,000 00
*1911	19	1,803	3,660	98	670	856	13,666 65
*1912	23	2,330	6,312	130	1,104	1,144	12,214 28
*1913	13	2,033	4,159	172	612	468	13,812 50
1914	†28½	2,285	9,339	Nil.	1,946	Nil.	25,983 35
1915	32	In 1,706 Out 1,375	2,431 2,238	..... Nil.	1,525 1,212	Nil. ..	28,000 00
	Total...	3,081	4,669		2,737		

*Service performed by Holliday Bros., of Quebec.

†And 2 trips to Clark City.

QUEBEC AND GASPE BASIN.

THE GASPE STEAMSHIP CO., LTD.

Contract No. 21.

T. & C. File 14315.

Vote 203.—*Steam Service between Quebec and Gaspé Basin, touching at intermediate ports—*

1915-16	\$8,500
1916-17	8,500

Contractors.—The Gaspé Steamship Co., Ltd., of Quebec, Que.

Date of Contract.—November 11, 1913.

Duration of Contract.—From the opening to the close of navigation in 1914.

On December 14, 1914, this contract was extended by the Minister until the close of navigation in 1915.

Service and Ports of Call.—Two full round trips each month between Montreal and Paspébiac, during the season of navigation on the St. Lawrence, calling both ways, weather and water permitting, at Quebec, Rivière du Loup wharf, Matane, Cape Chatte, Ste. Anne des Monts, Mont Louis, Grande Vallée, Chlorydome, Fox River, Griffin Cove, L'Anse à Louise, Grande Greve, Douglastown, Gaspé Basin, Malbay, Perce, Cape Cove, Grand River, Newport and Port Daniel; and at the following places once each round trip, either on the up or down voyage, viz.: Ste. Félicité, Mechin, Martin River, Claude River, Ste. Antoine, Little Magdalen, Cape Magdalen, Petite Vallée, Pte. Frigate, Pte. Seches, Grand Etang, Anse à Valeau, Pte. Jaune, Little Fox River, Cape Rosier, as well as such other port or ports, place or places, *en route*, as the Minister may from time to time direct.

Government Wharves.—Steamer must call whenever possible.

Subsidy. \$8,500 per annum; \$2,500 payable on July 1, \$3,000 on October 1, and \$3,000 on the close of navigation.

Mails. To be carried free.

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DISTANCES.

	Miles.
Montreal to Quebec..	145
Quebec to Matane..	199
Matane to St. Felicité..	9
Ste. Felicité to Mechins..	14
Mechins to Cap Chat..	13
Cap Chat to Ste. Anne..	9
Ste. Anne to Martin River..	15
Martin River to Claude River..	11
Claude River to Mount Louis..	6½
Mount Louis to St. Antoine..	7½
St. Antoine to Lit. Madeleine..	5
Lit. Madeleine to Cap Madeleine..	4
Cap Madeleine to Grand Valley..	6½
Grand Valley to Pte. Vallée..	3½
Pte. Vallée to Pte. Frigate..	4
Pte. Frigate to Chlorydomes..	5½
Chlorydomes to Pte. Seche..	2½
Pte. Seche to Grand Etang..	3
Grand Etang to Anse à Valeau..	6½
Anse à Valeau to Pte. Jaune..	3
Pte. Jaune to Little Fox River..	3
Little Fox River to Fox River..	3
Fox River to Griffin Cove..	5½
Griffin Cove to L'Anse à Louise..	4
L'Anse à Louise to Cap Rosier..	2
Cap Rosier to Grande Greve..	11
Grande Greve to Douglastown..	5
Douglastown to aspé Basin..	8½
Gaspé Basin to Malbaie..	22
Malbaie to Perce..	5
Perce to Cape Cove..	9
Cape Cove to Grand River..	8
Grand River to Newport..	12
Newport to Port Daniel..	12½
Port Daniel to Paspébiac..	16
Total..	599

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			N. H. P.	Speed, knots.	BUILT.		
	Length	Breadth	Depth	Net.	Gross.	Capacity.	1st class.	2nd class.	3rd class.			At	In	Of
	Ft.	Ft.	Ft.											
Lady of Gaspe..... (formerly Restigouche).	229·7	31	16·1	705	1,189	1,501	90	30	100	170	12½	Port Glas- gow.	1877	Iron.

The *Lady of Gaspe* was wrecked on October 13, 1915.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail.	Subsidy Paid.
						\$ cts.
1907.....	15	2,275	2,200	Nil.	Nil.	8,500 00
1908.....	15	2,225	2,295	Nil.	Nil.	8,500 00
1909.....	15	1,806	2,359	Nil.	Nil.	8,500 00
1910.....	15	1,631	2,525	Nil.	Nil.	8,500 00
1911.....	15	1,801	2,070	Nil.	Nil.	8,500 00
1912.....	15	2,605	2,060	Nil.	Nil.	8,500 00
1913 (a) (Bouchard Bros. service).. <td>13</td> <td>1,510</td> <td>1,378</td> <td>Nil.</td> <td>Nil.</td> <td>7,366 67</td>	13	1,510	1,378	Nil.	Nil.	7,366 67
1913 (b) (These two trips were made by the "Gaspesien," of the Gaspé and Baie des Chaleurs Line).	2	228	2,975	Nil.	Nil.	1,133 33
1914.....	15	1,523	3,275	Nil.	Nil.	8,500 00
1915.....	15	In 510	1,090	Nil.	Nil.	8,500 00
		Out 723	2,472	Nil.	Nil.	
		Total 1,233	3,562	Nil.	Nil.	

From 1907 to 1913 the service was performed by Bouchard Bros., Quebec over part of the route covered by the present contract, between the ports of Quebec and Gaspé Basin.

The *Lady of Gaspé* was wrecked on October 13, 1915, after performing twelve trips. The remaining three trips were run by the *Percesien*, of the Gaspé and Baie des Chaleurs Steamship Company, who received \$1,700 for the service.

QUEBEC AND THE NORTH SHORE OF THE ISLAND OF ORLEANS.

THE QUEBEC AND LEVIS FERRY CO., LTD.

Contract No. 69.

T. & C. File No. 15495.

Vote 204.—*Steam Service between Quebec and ports on the north shore of the Isle of Orleans*—

1915-16.....	\$4,500
1916-17.....	4,500

Contractors.—The Quebec and Levis Ferry Co., Ltd., of Quebec, Que.

Date of Contract.—March 23, 1915.

Duration of Contract.—From the opening to the close of navigation (November 15) in 1915.

Service and Ports of Call.—Two round trips each week between Quebec and St. Francois and Ste. Famille on the North shore of the Isle of Orleans; and a third round trip shall be made if contractors find that traffic warrants it in the months of September and October.

Government Vessels.—Steamer must call whenever possible.

Subsidy.—\$4,500 per annum, payable as follows: \$4,500 on August 1, \$4,500 on October 1, and \$1,500 on the completion of the service.

Mails.—To be carried free.

DISTANCES

	Miles.
Quebec to Ste. Famille.....	18
Ste. Famille to St. Francois.....	7
Total.....	25

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DESCRIPTION OF VESSEL EMPLOYED

Name.	DIMENSIONS			TONNAGE			Passenger Accommodation	Z. H. P.	Speed.	Builder		
	Length.	Breadth.	Depth.	Net	Gross	Capacity.				At	In	Co.
	Ft.	Ft.	Ft.						Knots		1886 Rebuilt 1902	Wood.
North.....	132.4	25.2	9.3	182	289	80	450	30	10	Levi		

TRAFFIC RETURNS

Calendar Year.	No. of Round Trips.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1911.....	40	1,610	475	Nil.	Nil.	\$2,500
1912.....	43	1,661	349	Nil.	Nil.	2,500
1913.....	63	2,404	569	Nil.	Nil.	4,500
1914.....	64	3,224	938	Nil.	Nil.	4,500
1915.....	58	{ In 1,275 Out 1,260	{ 501 193	{ Nil.	{ Nil.	4,500
	Total...	2,535	694			

RIVIERE DU LOUP AND TADOUSAC AND OTHER NORTH SHORE PORTS.

THE QUEBEC AND LEVIS FERRY COMPANY, LTD.

Contract No. 62.
T. & C File 15931.

Vote 205.—Steam service between Rivière du Loup, Tadousac and other North Shore ports—

1915-16.....	80,000
1916-17.....	6,000

Contractors. The Quebec and Levis Ferry Co., Ltd., of Quebec.

Date of Contract.—December 20, 1915.

Duration of Contract.—May 1, 1916, to October 31, 1916.

Service and Ports of Call. Full round trips from Rivière du Loup on week days as follows:—

(a) In July and August: Twice a week, calling at St. Catherine's Bay, Tadousac and Escoumains. Three times a week, calling at St. Catherine's Bay, Tadousac and Grosse Roche in the Saguenay. Once a week, calling at St. Simeon, St. Catherine's Bay and Tadousac.

(b) In June and September: Twice a week, calling at St. Catherine's Bay, Tadousac and Escoumains. Twice a week, calling at St. Catherine's Bay, Tadousac and Grosse Roche. Once a week, calling at St. Simeon, St. Catharine's Bay and Tadousac.

(c) In May and October: Twice a week, calling at St. Catharine's Bay, Tadousac and Escoumains. Twice a week, calling at St. Catherine's Bay, Tadousac and Grosse Roche. Once a week, calling at St. Simeon.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,000 per annum, payable in three equal instalments on July 1, September 1 and November 1.

Mails.—To be carried free.

DISTANCES.

	Miles
Rivière-du-Loup to St. Simeon.. . . .	35
St. Simeon to St. Catherine's Bay.. . . .	30
St. Catherine's Bay to Tadousac.. . . .	5
Tadousac to Escoumains.. . . .	28
Total.. . . .	98
Rivière-du-Loup to Tadousac.. . . .	24

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.		Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.				At	In	Of
	Ft.	Ft.	Ft.								
Pilot.....	109	32.5	13.7	269	427	390	75	12	Levis.....	1884, Rebuilt 1904	Wood
Queen.....	117	31.6	14.8	249	367		75		Levis.....	1886	Wood

The *Pilot* was wrecked in January, 1916, and replaced by the *Queen*.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers.	FREIGHT.		Live Stock.	MAILS.		Subsidy Paid.
			Tons Weight.	Tons Measurement.		Lock Bags.	Tied Sacks.	
				Feet Lumber.				
1909		1,352	936	Nil.	13	430	653	\$3,627 65
1910.	115	2,026	309	Nil.	23	617	290	6,000 00
1911.	142	2,793	353	9	18	1,231	300	6,000 00
1912	141	2,508	341	53,705	26	1,137	248	6,000 00
1913	140	3,529	402	53,492	14	805	244	6,000 00
1914	141	1,783	234	12,536	8	789	439	6,000 00
1915	139	In...1,148 Out...1,290	96 283	780 46,400	29 92	319 364	178 370	5,954 54
Total.		2,438	379	47,180	121	683	548	

From 1909 to 1915, inclusive, the service was performed by La Cie Trans St. Laurent.

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WINTER STEAM SERVICE BETWEEN RIVIERE DU LOUP, TADOUSAC
AND OTHER ST. LAWRENCE PORTS.

QUEBEC AND LAVIS FERRY CO.

Contract No. 62A.
T. & C. File No. 15929.

Vote 206.—Winter steam service between Rivière du Loup, Tadousac and other St. Lawrence ports—

1915-16	\$8,000
1916-17	8,000

Contractors.—The Quebec and Lavis Ferry Co., Ltd., of Quebec.

Date of Contract.—Dec. 20, 1915.

Duration of Contract.—December 20, 1915, to April 30, 1916.

Service and Ports of Call.—(a) An average of four round trips each month between Rivière du Loup and Tadousac, during December, 1915, and January, February, March and April, 1916.

(b) An average of two round trips each month between Tadousac and Escoumains or St. Simeon or Anse de la Grosse Roche or *vice versa*, calling at one or more of the said latter three ports, from December, 1915, to March, 1916, inclusive.

Subsidy.—(a) \$250 for each round trip between Tadousac and Rivière du Loup during December, 1915, and January, February, March and April, 1916.

(b) \$50 for each round trip performed according to paragraph “b” under “Service and Ports of Call” above, between Tadousac and Escoumains or St. Simeon or Anse de la Grosse Roche during December, 1915, and January, February and March, 1916.

(c) \$500 for each round trip from Rivière du Loup to Clark City (Seven Islands), via Tadousac, in addition to any other trips otherwise provided for herein, and for which subsidy has been paid, between Tadousac and Rivière du Loup; not exceeding, however, two round trips before May 1, 1916.

Additional Subsidy.—Should the contractors perform a greater number of trips than those stipulated above, in the clause headed “Service and Ports of Call,” they shall be paid in addition a proportionate amount of the subsidy as stipulated in the clause headed “Subsidy,” provided that the amount shall not be in excess of the balance of the subsidy available therefor from December 20, 1915, in the estimates for 1915-16.

Government Wharves.—Steamer must call whenever possible.

Mails.—To be carried free.

DISTANCES.

	Miles.
Tadousac to Rivière du Loup	24
“ Escoumains	20
“ Anse de la Grosse Roche	12
“ St. Simeon	21
Total	77

6 GEORGE V, A. 1916

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu.ft.		Knots			
Pilot.....	109	32.5	13.7	269	427		390	Nil.	75	12	Levis	1884, Rebuilt 1904	Wood
Queen.....	117	31.6	14.8	249	367				75	.....	Levis.....	1886	Wood

The *Pilot* was wrecked in January, 1916, and replaced by the *Queen*.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers Carried.	FREIGHT CARRIED.		Live Stock.	MAILS.		Subsidy Paid.
			Weight.	Lumber		Bags.	Sacks.	
			Tons.	Feet.				
1910.....	81	328	145	Nil.	3	229	109	5,600
1911.....	49	290	112	8,400	4	234	28	5,500
1912.....	44	318	104	25,910		167	25	6,950
1913.....	41	366	171	25,000	10	155	57	6,500
1914.....	34	355	137	6,900	3	86	31	
1915.....	33	In.... 97 Out... 96	39 74	Nil.	7	46 40	42 8	5,750
	Total...:	193	113		7	86	50	

ST. CATHERINE'S BAY AND TADOUSAC.

THE QUEBEC AND LEVIS FERRY CO., LTD.

Contract No. 24.

T. & C. File No. 15930.

Vote 207.—Winter steam service between St. Catharine's Bay and Tadousac—
1915-16... ..\$3,500
1916-17... .. 3,500

Contractors.—The Quebec and Levis Ferry Co., Ltd.

Date of Contract.—December 20, 1915.

Duration of Contract.—December 20, 1915; to April 30, 1916.

Service and Ports of Call.—Two round trips each day (Sunday excepted) between St. Catherine's Bay and Tadousac, weather and ice conditions permitting; save and except on such days as may be required to make four trips during the winter to Seven Islands and return to Tadousac, the return to the said port of Tadousac to be conditional upon the weather and ice permitting.

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On the days when the said trips are performed to Seven Islands the contractors will not be bound to call more than once at St. Catherine's Bay, provided that during such time the contractors shall make arrangements for the carriage of the mails and passengers once each day between Tadousac and St. Catherine's Bay, weather and ice conditions permitting.

(a) Furthermore, on Tuesdays and Fridays of each week covered by this contract, the contractors, having to call on each of the said days at Rivière du Loup, in accordance with another contract, called the "Winter Service Contract," with this Department, shall not be bound to call at St. Catherine's Bay more than twice on each of the said days, viz., once on the outward trip from Tadousac to Rivière du Loup, and once on the inward trip from Rivière du Loup to Tadousac.

The contractors do not receive any mails from the Post Office Department from St. Catherine's Bay to Tadousac, nor from Tadousac to St. Catherine's Bay, on Tuesdays and Fridays mentioned above.

Subsidy.—\$3,500 per annum, payable in instalments on the last days of November, December, January, February, March and April.

Mails.—To be carried free.

Distance.—St. Catherine's Bay to Tadousac, 2 miles.

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					C. Ft.		Knots			
Pilot. . .	109	32.5	13.7	269	427		390	Nil.	75	12	Levis	1884, Rebuilt	Wood
Queen . . .	117	31.6	14.8	249	367				75	...	Levis	1904 1886	Wood

The *Pilot* was wrecked in January, 1916, and replaced by the *Queen*.

TRAFFIC RETURNS.

Year.	No. of Round Trips Run.	Passengers No.	Freight Tons.	Live Stock No.	MAILS.		Subsidy Paid.
					Bags.	Sacks.	
							\$ cts.
*Feb. 15 to May 15, 1909.....	150	359	6	9	260	Nil.	2,250 00
1910.....	272	479	8	38	462	167	4,019 52
1911.....	284	452	29	56	667	116	3,357 91
1912.....	277	637	31	111	705	141	3,364 09
1913.....	286	629	40	96	919	152	3,459 32
1914.....	259	545	43	58	852	257	
1915.....	268	{ In.....276 Out....291	35 42	49 47	697 269	405 34	3,266 64
Total. . .		567	77	96	966	439	

*Service performed by Price Bros., Quebec.

ST. JOHN AND PORTS IN CUMBERLAND BASIN.

HARBINGER STEAMSHIP COMPANY, LTD.

Contract No. 59.
T. & C. File No. 15390.

Vote 208.—Steam service between St. John and ports in Cumberland Basin—
1915-16... .. - \$3,000
1916-17... .. 3,000

Contractors.—The Harbinger S. S. Co., Ltd., of River Hebert, N.S.

Date of Contract.—February 23, 1915.

Duration of Contract.—From the opening to the close of navigation in 1915.

Service.—Weekly.

Ports of Call.—St. John, Albert, Riverside and Harvey, N.B., and Joggin's Mines, Minudie and River Hebert in Cumberland County, N.S. A call is required at Amherst Point Wharf, when there is freight to be taken on or put off there.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$3,000, payable in equal instalments of \$1,000 on July 1, October 1, and on the completion of the service.

Mails.—To be carried free.

DISTANCES.

	Miles.
St. John to Harvey..	75
Harvey to Riverside..	4
Riverside to Joggins..	13
Joggins to Amherst Point..	18
Amherst Point to Minudie..	3
Minudie to River Hebert..	8
Total..	121

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Harbinger.....	97	20	8·4	46	108	100	46	16	8	Shelburne, N.S.	1901	Wood

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TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers.	Freight.	Live Stock.	Mails.	Subsidy Paid.
1909.....	39	Nil.	1,243	Nil.	Nil.	3,000 00
1910.....	38	40	3,055	Nil.	Nil.	3,000 00
1911.....	35	26	1,950	Nil.	Nil.	3,000 00
1912.....	35	24	2,175	Nil.	Nil.	2,837 84
1913.....	31	40	3,675	Nil.	Nil.	2,694 43
1914.....	37	35	3,037	Nil.	Nil.	3,000 00
1915.....	37	In 15	350	Nil.	Nil.	3,000 00
		Out..... 23	2,600			
		Total.. 38	2,950			

ST. JOHN AND ST. ANDREWS, N.B.

MARITIME STEAMSHIP COMPANY, LTD.

Contract No. 41.
T. & C. File No. 15514.

Vote 209.—Steam service between St. John, N.B., and St. Andrews, N.B., calling at intermediate points—

1915-16..	\$4,000
1916-17..	4,000

Contractors.—The Maritime Steamship Company, Ltd., of Black’s Harbour, N.B.
Date of Contract.—April 13, 1915..
Duration of Contract.—April 1, 1915, to March 31, 1916.

Service and Ports of Call.—A regular service between St. John and St. Andrews, calling at Dipper Harbour, Black’s Harbour, Back Bay, Letete, Deer Island, and St. George.

One round trip per week is to be run throughout the year, as follows:—

- (a) Leave St. John for St. Andrews on Saturday mornings, calling at Dipper Harbour, Beaver Harbour, Black’s Harbour, Back Bay, or Letete, Deer Island and Red Store or St. George.
- (b) Returning leave St. Andrews for St. John on Tuesday mornings, calling at Letete or Back Bay, Black’s Harbour, Beaver Harbour and Dipper Harbour.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$4,000 per annum, payable as follows: On October 1, \$2,000 and on the completion of the service, \$2,000.

Mails.—To be carried free.

DISTANCES.

	Miles.
St. John to Dipper Harbour..	19
“ Beaver Harbour..	36
“ Black’s Harbour..	42
“ Lord’s Cove..	50
“ Back Bay..	55
“ Letete..	58
“ St. George..	68
“ St. Andrew’s..	80

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Connors Bros.	Ft. 97	Ft. 21·6	Ft. 9	49	133	150	197	30	Knots 8	Shelburne, N.S.	1904	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips Run.	Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid. \$ cts.
					Lock Bags.	Tied Sacks.	
May 1 to Dec. 31, 1909	26	873	2,762	Nil.	Nil.	Nil.	500 00
1910.....	48	1,040	4,733	Nil.	Nil.	Nil.	2,500 00
1911.....	49	1,058	5,005	Nil.	196	Nil.	3,384 62
1912.....	48	1,095	4,825	Nil.	192	Nil.	3,769 23
1913	47	1,091	4,656	Nil.	188	Nil.	4,000 00
1914.....	48	1,121	5,436	Nil.	200	Nil.	4,000 00
1915	50	In 584	2,942	Nil.	100	Nil.	4,000 00
		Out 692	2,942	Nil.	100	6	
		Total 1,276	5,884	Nil.	200	6	

ST. JOHN AND BRIDGETOWN.

BRIDGETOWN STEAMSHIP COMPANY.

Contract No. 72.

T. & C. File No. 15740.

Vote 210.—Steam service between St. John and Bridgetown—

1915-16	\$2,500
1916-17.....	2,500

Contractors.—The Bridgetown Steamship Company, Ltd., of Bridgetown, N.S.

Date of Contract.—July 28, 1915.

Duration of Contract.—From the opening to the close of navigation in 1915.

Service and Ports of Call.—Thirty-two round trips to be made during the season of navigation between St. John and Bridgetown, calling each way at Ray’s Creek, Tupperville and Round Hill; and on and after June 1, 1915, calling fortnightly at Clementsport and Deep Brook.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$78.12 for each round trip, not to exceed a total of \$2,500 for the season.

Mails.—To be carried free.

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DISTANCES

	Miles.
Bridgetown to Upper Granville..	5½
Granville to Tupperville..	½
Tupperville to Round Hill..	7
Round Hill to St. John..	57
Total..	70

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Valinda.....	95	21·5	9·3	56	117	60	25	19	9½	Liverpool, N.S.	1911	Wood.

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1912.....	56	7	5,148	Nil.	Nil.	\$ 2,000
1913.....	36	55	3,021	Nil.	Nil.	2,000
1914.....	35	30	3,845	Nil.	Nil.	2,500
1915.....	36	{ In 8 Out 9 Total 17	{ 1,342 971 2,313	{ Nil. Nil.	{ Nil. Nil.	{ 2,500

ST. JOHN AND DIGBY.

DOMINION ATLANTIC RAILWAY COMPANY.

Contract No. 8.
T. & C. File 15521.

Vote 211.—Steam service between St. John and Digby—	
1915-16	\$20,000
1916-17..	20,000

Contractors.—The Dominion Atlantic Railway Company of Kentville, N.S.
On September 1, 1913, this line passed to the control and ownership of the Canadian Pacific Railway, Montreal, Que.
Date of Contract.—March 31, 1915.
Duration of Contract.—April 1, 1915, to March 31, 1916.
Service and Ports of Call.—Full round daily trips (Sundays excepted) from St. John to Digby and return to St. John.

6 GEORGE V. A. 1916

Connection at St. John.—On all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers, mails and perishable express goods westward bound to be transferred to the C.P.R. afternoon train for Montreal.

Subsidy.—\$20,000 payable quarterly, in July, October, January and April.

Mails.—To be carried free. If during the continuance of this contract other trips are made than as above stated, all mails tendered shall be carried without additional remuneration.

Distance.—St. John to Digby, 47 miles.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Yarmouth.....	220.3	35.2	21.0	725	1452		450			Nil.	260	14	Dumbarton	1887	Steel.
†St. George.....	352.0	41.1	16.2	704	2456		1500			Nil.	*9000	22	Birkenhead	1906	Steel

*I. H. P. Turbines.

†Ran 4 round trips in 1915.

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails..		Subsidies Paid.
1907.....	263	27,068	21,285	Not stated.	Not stated..		\$ cts. 16,245 29
1908.....	314	28,782	21,161	349	2,093 lock bags. 8,413 tied sacks.}		19,935 90
1909.....	313	29,889	22,061	471	Bags. 4,414	Sacks. 16,004	19,792 50
1910.....	313	32,328	23,163	499	4,782	17,511	19,872 20
1911.....	311	30,834	27,040	406	5,075	21,340	19,870 96
1912.....	312	31,152	26,520	580	6,434	18,238	19,936 71
1913.....	320	39,781	29,507	455	6,049	15,213	19,613 73
1914.....	377	30,957	23,810	1,155	3,443	25,427	19,805 19
1915.....	312	In....13,590 Out...12,205	5,322 17,045	472 145	1,711 1,727	12,544 12,642	20,000 00
		Total.25,795	22,367	617	3,438	25,186	

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ST. JOHN, DIGBY, ANNAPOLIS AND GRANVILLE.

VALLEY STEAMSHIP COMPANY, LTD.

Contract No. 37.

T. & C. File 15518.

Vote 212.—Steam Service between St John, Digby, Annapolis and Granville, viz.: along the west coast of the Annapolis Basin—

1915-16..	\$2,000
1916-17..	2,000

Contractors.—The Valley Steamship Co., Ltd., of Granville Ferry, N.S.

Date of Contract.—March 26, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916.

Service and Ports of Call.—A weekly service between St. John, N.B., Annapolis Royal and Granville Ferry, N.S., calling on all trips both ways at Victoria Beach and Littlewoods Wharf (opposite Goat Island), and when tide and weather will permit continuing such trips to Granville Centre, with the privilege on the part of the contractors of further extending the route to Bridgetown, N.S.

During the winter months, in case the ice will not permit the running of the vessel up the Annapolis basin and river, the trip from St. John shall be allowed to terminate at Digby.

Repairs.—The contractors have the right at any time to withdraw the steamer for a period of two weeks, and also in addition thereto for a period not exceeding 14 days, for the purpose of inspection or repairs, and may also replace it with another steamer subject to the approval of the minister.

Government Wharves.—Steamer must call whenever possible.

Mails.—To be carried free.

Subsidy.—\$2,000 per annum, payable quarterly in July, October, January and April.

DISTANCES.

	Miles.
St. John to Annapolis..	62
St. John to Victoria Beach..	45
Victoria Beach to Port Wade..	5
Port Wade to Granville Ferry..	12
Granville Ferry to Granville Centre..	4
Granville Centre to Annapolis..	4
Granville Ferry to Annapolis..	$\frac{1}{2}$
Distance between terminal points <i>via</i> way ports..	70

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net	Gross.	Capacity.				At	In.	Of.
	Ft.	Ft.	Ft.						Knots			
Granville.....	112	22	9	49	139	100	38	24	9	Shelburne..	1909	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. Round trips Run.	Number Passengers Carried.	Tons Freight	Live Stock.	Mails.	Subsidy Paid.
1907.	52	100	2,721	Nil.	Nil.	1,500 00
1908	50	131	3,119	Nil.	Nil.	1,500 00
1909	51	58	3,069	Nil.	Nil.	1,471 15
1910.	49	118	2,868	Nil.	Nil.	1,500 00
1911.	47	60	2,694	Nil.	Nil.	1,500 00
1912.	50	66	3,386	Nil.	Nil.	1,500 00
1913.	51	57	2,788	Nil.	Nil.	1,500 00
1914	52	69	3,024	Nil.	Nil.	1,875 00
1915	50	{ In.....15 Out ....24 Total...39	1,939 1,140 3,079	Nil.	Nil.	1,961 55

ST. JOHN AND PORTS ON THE BAY OF FUNDY AND MINAS BASIN.

BAY OF FUNDY AND MINAS BASIN STEAMSHIP CO., LTD.

Contract No. 71.
T. & C. File 15741.

Vote 213.—Steamship service between St. John, N.B., and ports on the Bay of Fundy and Minas Basin, and Margareville, N.S.—

1915-16..	\$8,000
1916-17..	8,000

Contractors.—The Bay of Fundy and Minas Basin Steamship Company, Ltd., of Margareville, N.S.

Date of Contract.—July 29, 1915.

Duration of Contract.—From the opening to the close of navigation in 1915.

Service and Ports of Call.—(a) A regular weekly service between St. John, N.B., and Port Williams, N.S., calling each way at Wolfville, Hantsport and Windsor. Thirty-four round trips are to be made during the season of navigation.

(c) A regular weekly service between St. John, N.B., and Margareville, N.S., calling at Hampton, Port Lorne, Port George, Morden, Ogilvie's Wharf, Harbourville and Hall's Harbour and every two weeks at Scott's Bay. Thirty-six round trips are to be made during the season of navigation, with fortnightly calls at Bass River, Kingsport and Canning, until such time as the contractors take up a regular weekly service with another steamer approved by the Minister on route (b) as follows:—

(b) A regular weekly service between St. John, N.S., and Canning, N.S., calling at Spencer's Island, Parrsboro', Kingsport, and Bass River. Thirty-six round trips are to be made during the season of navigation.

Government Wharves.—Steamers must call whenever possible.

Subsidy.—\$5,500 per annum for routes (a) and (c), and \$2,500 per annum for route (b) should the service on the latter route be undertaken by the contractors, in which case the subsidy for that service is to be paid at the rate of \$69.44 per round trip.

Mails.—To be carried free.

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DISTANCES.

Route "A"—

	Miles.
St. John to Port Williams..	103
Port Williams to Wolfville..	5
Wolfville to Windsor..	16
Total..	124

Route "B"—

Spencer's Island to Parrsboro	25
St. John to Spencer's Island..	55
Parrsboro' to Bass River..	20
Bass River to Kingsport..	25
Kingsport to Canning..	5
Total..	130

Route "C"—

St. John to Hampton..	40
Hampton to Port Lorne..	5
Port Lorne to Port George..	7
Port George to Margaretville..	6
Margaretville to Morden..	6
Morden to Ogilvie's Wharf..	4
Ogilvie's Wharf to Harbourville..	3
Harbourville to Hall's Harbour..	12
Hall's Harbour to Scott's Bay..	12
Total..	95

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In.	Of.
	Ft.	Ft.	Ft.				Not stated		Knots			
On route "A". Margaretville...	90	20	8	37	107	100		19	9	Margaretville.	1910	Wood
On route "B". Brunswick.....	110	23	87	73	184	125	40	42	10	Canning.....	1901	Wood
On route "C". Ruby L.....	93	20	8	49	118	110	40	16	9½	Margaretville.	1906	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags, Mail.	Subsidy Paid.
1911.....	69	283	5,068	Nil.	Nil.	\$ 5,105 35
1912.....	113	707	8,839	Nil.	Nil.	8,000 00
1913.....	106	604	8,569	Nil.	Nil.	7,812 50
1914.....	100	436	8,874	Nil.	Nil.	7,547 17
1915.....	76½	In.....95 Out.....95	5,093 1,437	Nil.	Nil.	5,914 7
		Total....190	6,530			

In 1911 only two steamers were employed, and the St. John and Margaretville service was not included in the contract.

In 1915 the *Brunswick* did not commence running on route "B" until August 27.

ST. JOHN, WESTPORT AND YARMOUTH AND OTHER WAY PORTS.

Vote 214.—*Steam service or services between St. John, Westport and Yarmouth and other way ports—*

1915-16..	\$8,500
1916-17..	9,200

During 1915 two contracts were executed under this vote:
(a) The Insular Steamship Co., Ltd
(b) Hugh Cann and Son.

(a) THE INSULAR STEAMSHIP CO., LTD.

Contract No. 42.
T. & C. File No. 15511.

Contractors.—The Insular Steamship Company, Ltd., of Westport, N.S.

Date of Contract.—March 26, 1915.

Duration of Contract.—April 1, 1915, to March 31, 1916. This contract was not signed by the contractors, but the service (8½ trips) was performed until June 30, when it was discontinued. The Insular Steamship Co. were paid \$618.18 under authority of Order in Council of August 18, 1915.

On January 6, 1916, the Insular Steamship Co. resumed the service; and authority was granted by Order in Council dated January 20, 1916, to pay them \$90.90 for each round trip performed from that date until March 31, 1916.

Service and Ports of Call.—Forty-four trips are to be made during the period covered by the contract, between St. John, Westport and Yarmouth, calling on each trip both ways at Freeport, Tiverton, Little River, Mink Cove, Sandy Cove, Weymouth and Meteghan, unless ice prevents.

Government Wharves.—Steamer must call whenever possible.

Substitute Steamer.—The steamer is not to be taken off the route during the months of December, January, February and March, unless it be found necessary to take the *Westport III* off for absolutely necessary repairs, in which case the contractors will supply a substitute steamer of about equal capacity, provided that such substitute can be employed at a gross expense of not more than \$1,000 per month.

Subsidy.—\$3,200, payable in sums of \$800 in each of the months of July, October, January and April.

DISTANCES.

	Miles.
St. John to Tiverton	51
Tiverton to Westport..	11
Westport to Meteghan..	8
Meteghan to Yarmouth..	30
Total..	100
Westport to Freeport..	1
Freeport to Tiverton..	11
Tiverton to Little River..	7
Little River to Mink Cove	2½
Mink Cove to Sandy Cove..	2½
Sandy Cove to Weymouth..	8
Total..	32

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DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
Westport III	101	21	9	49	140	70	35	24	10	Shelburne.	1903	Wood

TRAFFIC RETURNS.

Calendar Year	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail.	Subsidy Paid.
						\$ cts.
1907.....	43	1,800	1,790	Nil.	Nil.	1,500 00
1908.....	51	2,198	2,600	Nil.	Nil.	1,500 00
1909.....	46	2,110	1,475	Nil.	Nil.	1,500 00
1910.....	48	2,140	1,320	Nil.	Nil.	1,500 00
1911.....	47	1,990	1,570	Nil.	Nil.	2,250 00
1912.....	46	1,887	1,475	Nil.	Nil.	2,500 00
1913.....	47	1,579	950	Nil.	Nil.	2,500 00
1914.....	41	1,040	1,150	Nil.	Nil.	2,271 63
Jan. 1 to June 30, 1915....	16	In... 160 Out... 114 Total... 274	150 705 855	Nil.	Nil.	618 18

(b) HUGH CANN AND SON, LTD.

Contract No. 42.

T. & C. File No. 15519.

Contractors.—Hugh Cann and Son, Ltd., of Yarmouth, N.S.*Date of Contract.*—March 26, 1915.*Duration of Contract.*—April 1, 1915, to March 31, 1916.

Service and Ports of Call.—Seventy round trips are to be made during the period covered by the contract, between St. John, Westport and Yarmouth, calling on each trip both ways at Freeport and Tiverton, unless ice prevents.

Four round weekly trips are to be made in each of the months of April, November, December, January, February and March; 6 round trips in the month of May; and 8 round trips in each of the months of June, July, August, September and October.

The above-mentioned weekly trips shall be arranged so as not to conflict with the schedule of the ss. *Westport*, now running on the route.

Freight Rates.—The freight rates are to be the same as those charged under the previous contract, dated April 29, 1914.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,000, payable as follows: \$85.71 for each round trip performed, to be paid in July, October, January and April.

DISTANCES.

	Miles.
St. John to Tiverton	51
Tiverton to Freeport	11
Freeport to Westport	1
Westport to Yarmouth	33
Total	96

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.			Not stated						
John L. Cann	97·8	19·8	9	77	166		94	34	9½	Yarmouth, N.S.	1891	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1913	36½	408	1,808	Nil.	Nil.	2,100 00
1914	81	959	4,497	Nil.	Nil.	5,871 18
1915	79½	In . . . 650 Out . . . 542	1,352 4,332	} Nil.	} Nil.	6,000 00
		Total. 1,192	5,684			

ST. STEPHEN, N.B., ST. CROIX RIVER POINTS, DEER ISLAND AND CAMPOBELLO, ETC.

DEER ISLAND AND CAMPOBELLO STEAMBOAT COMPANY.

Contract No. 31.
T. & C. File No. 15490.

Vote 215.—Steam service during the year 1916 between St. Stephen, N.B., St. Croix River points, Deer Island, Campobello and the inner islands, Passamaquoddy Bay and L'Etete or Back Bay—

1915-16	\$6,000
1916-17	6,000

Contractors. The Deer Island and Campobello Steamboat Company, of St. Stephen, N.B.

Date of Contract.—March 19, 1915.

Duration of Contract.—January 1 to December 31, 1915.

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Service and Ports of Call.—(a) During the months of May to October, inclusive, three trips each week from L’Etete or Back Bay to St. Stephen and return, calling each way at Lord’s Cove, Richardson, Leonardville, Wilson’s Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrews.

(b) During the months of June, July, August and September, one trip each week from St. Andrews to L’Etete or Back Bay.

(c) During the months from November to April, inclusive, two round trips each week from L’Etete or Back Bay to St. Stephen and return, calling each way at Lord’s Cove, Richardson, Leonardville, Wilson’s Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrews; and

(d) During the said months from November to April, inclusive, one trip each week from L’Etete or Back Bay to St. Andrews and return, calling each way at Lord’s Cove, Richardson, Leonardville, Wilson’s Beach, Welch Pool, Eastport (Maine), Indian Island and Fairhaven.

Government Wharves.—Steamer must call whenever possible.

Condition of “ Viking.”—Should the steamship *Viking* not be in sufficiently good condition to pass a satisfactory inspection by the Department of Marine and Fisheries during the current summer, this contract shall be cancelled, unless the contractors are able to make necessary repairs in a reasonable time.

Subsidy.—\$6,000, of which \$3,000 is payable on July 1, and the balance on the completion of the service.

Mails.—To be carried free.

DISTANCES.

	Miles.
St. Stephen to St. Andrews.. . . .	16
St. Andrews to Fairhaven.. . . .	8
Fairhaven to Indian Island.. . . .	4
Indian Island to Eastport.. . . .	2
Eastport to Welchpool.. . . .	2
Welchpool to Wilson’s Beach.. . . .	4
Wilson’s Beach to Leonardville.. . . .	3
Leonardville to Richardsonville.. . . .	2
Richardsonville to Lord’s Cove.. . . .	1
Lord’s Cove to L’etete.. . . .	5
Lord’s Cove to Back Bay.. . . .	7
Total.. . . .	49

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.			Not						
Viking.....	75	21	6.3	86	127	stated	145	17	10	Ashtabula, Ohio	1891	Wood

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.	156	9,200	2,530	Not stated.	Not stated.	3,000
1908	156	8,392	1,210	Nil.	3,232 bags. 3½ sacks.	3,000
1909	156	7,124	1,318	Nil.	4,980 bags. 78 sacks.	3,000
1910	167	6,880	1,180	Nil.	5,252 bags.	3,000
1911	156	6,753	1,220	Nil.	4,590 bags.	3,000
1912.	131	8,230	1,267	Nil.	4,432	4,000
1913	173½	8,958	1,489	Nil.	4,725	6,000
1914	148	8,501	1,493	Nil.	4,244	6,000
1915	174	In 5,029	196	Nil.	2,648	6,000
		Out 5,277	1,215	Nil.	2,770	
		Total 9,306	1,411	Nil.	5,418	

SYDNEY AND BAY ST. LAWRENCE.

THE NORTH SHORE STEAMSHIP COMPANY, LTD.

Contract No. 33.
T. & C. File No. 14631.

Vote 216.—Steam service during the season of 1916, between Sydney and Bay St. Lawrence, calling at way ports—

1915-16	\$6,000
1916-17	6,000

Contractors.—The North Shore Steamship Company, Limited, of Sydney, N.S.
Date of Contract.—March 12, 1915.

Duration of Contract.—From the opening to the close of navigation in the year 1915.

Services and Ports of Call.—From the opening of navigation until June 15, and from October 15 until the close of navigation.

One full round trip each week between Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling both going and returning at North Sydney, Ingonish, Neil's Harbour and Aspy Bay (Dingwall); and from June 15 to October 15 two full trips each week between Sydney and St. Anne's Bay with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence, with calls at Aspy Bay (Dingwall) and Cape North.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,000, payable in instalments in June, August and October, and on the close of navigation.

Mails.—To be carried free.

DISTANCES.

	Miles.
Sydney to North Sydney..	5
" Breton Cove..	27
" Englishtown..	39
" North River..	13
" Ingonish..	35
" Neil's Harbour..	47
" Aspy Bay..	59
" Cape North..	70
" Bay St. Lawrence..	85

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Aspy	Ft. 113	Ft. 25	Ft. 8.5	99	215	250	250	42	10	Shelburne, N.S.	1910	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
*1907.....	110	2,766	1,567	Not stated.	Nil.	\$ 1,500
*1908.....	123	3,863	1,945	183	Nil.	1,500
1909.....		2,875	475	Nil.	Nil.	6,500
1910.....	116	2,115	645	80	Nil.	6,500
1911.....	111	2,686	654	30	Nil.	6,500
1912.....	112	2,550	890	160	Nil.	6,500
1913.....	122	2,300	960	95	Nil.	6,000
1914.....	110	1,715	860	45	Nil.	6,000
1915.....	112	{ In 750 Out 610	290 475	130 Nil.	Nil.	6,000
Total.....		1,360	765	130		

*The service was performed by the Bras d'Or Steamboat Co., of North Sydney, N.S., during 1907 and 1908.

SYDNEY AND WHYCOCOMAGH.

THE BRAS D'OR STEAMBOAT COMPANY, LTD.

Contract No. 34.
T. & C. File No. 14659.

Vote 217.—Steam service during the season of 1916 between Sydney and Whycocomagh—

1915-16	\$3,000
1916-17	3,000

6 GEORGE V, A. 1916

Contractors.—The Bras d'Or Steamboat Company, Limited, of North Sydney, N.S.

Date of Contract.—March 6, 1915.

Duration of Contract.—From the opening to the close of navigation in 1915.

Service and Ports of Call.—From the opening of navigation to June 15, and from October 15 to close of navigation, two full round trips each week; and from June 15 to October 15, three full round trips each week between Sydney and Whycomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boularderie, Ross Ferry, Big Harbour, Kempt Head, Baddeck, Washabuck Centre, Nyanza and Little Narrows.

Subsidy.—\$3,000, of which \$1,500 is payable on August 15, and the balance on the completion of the service.

Government Wharves.—Steamer must call whenever possible.

Mails.—To be carried free.

DISTANCES.

	Miles.
Sydney to North Sydney..	5
North Sydney to Big Bras d'Or..	20
Big Bras d'Or to New Campbellton	2
New Campbellton to Boularderie Centre..	7
Boularderie Centre to Ross Ferry..	7
Ross Ferry to Big Harbour..	2
Big Harbour to Kempt Head..	6
Kempt Head to Baddeck..	5
Baddeck to Washabuck..	5
Washabuck to Nyanza..	6
Nyanza to Little Narrows..	10
Little Narrows to Whycomagh..	7
Total..	82

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation. N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.			At	In	Of
	Ft.	Ft.	Ft.								
Marion.....	150	26.5	8	269	478	100	400 49	12	New York, U.S.A.	1876	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tonnage of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.	83	4,032	1,241	Not stated	Nil.	1,000 00
1908.	82	4,007	1,242	2,860	Nil.	1,000 00
1909.	85	4,496	1,437	3,102	Nil.	2,000 00
1910.	88	6,049	1,403	4,226	Nil.	3,000 00
1911.	78	6,051	1,690	4,738	Nil.	3,000 00
1912.	84	5,919	1,820	4,693	Nil.	3,000 00
1913.	89	6,404	1,607	5,343	Nil.	3,000 00
1914.	78	5,879	1,554	5,458	Nil.	3,000 00
	80					
1915.		In 2,879 Out 2,874	792 764	3,849 232	Nil.	3,000 00
	Total	5,753	1,556	4,081		

SYDNEY AND THE EAST COAST OF CAPE BRETON.

THE MERCHANTS' TRANSPORTATION COMPANY.

Contract No. 68.
T. & C. File No. 15520.

Vote 218.—Steam service from Sydney, N.S., around the East Coast of Cape Breton to Hastings, and return to Sydney via the Bras d'Or Lakes—

1915-16.	\$5,500
1916-17.	5,500

Contractors.—The Merchants' Transportation Company, of Sydney, N.S.

Date of Contract.—March 31, 1915.

Duration of Contract.—From the opening to the close of navigation, 1915.

Service and Ports of Call.—Sailing every seven days from Sydney, N.S., over the following routes alternately:—

- (a) Sydney, North Sydney, Port Morien, Main-a-dieu, Louisburg, Gabarus, L'Ardoise, Petit de Grat, Arichat, West Arichat, River Bourgeoise, Grandique, Poulamond, Mulgrave and Hawkesbury, and back to Sydney direct.
- (b) Sydney, North Sydney, Grand Narrows, Castle Bay, South Side East Bay, North Side East Bay, Big Pond, Irish Cove, Johnston's Harbour, St. Peter's, and back to Sydney direct.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$5,500, of which \$2,750 is payable on August 1, and the balance on the close of navigation.

Mails.—To be carried free.

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DISTANCES.

	Miles.
Sydney to North Sydney..	5
North Sydney to Port Morien..	27
Port Morien to Main-a-dieu..	14
Mainadieu to Louisburg..	15
Louisburg to Gabarus..	13
Gabarus to L'Ardoise..	45
L'Ardoise to Petit de Grat..	13
Petit de Grat to Arichat..	7
Arichat to Mulgrave..	20
Mulgrave to Hawkesbury..	2
Hawkesbury to Hastings..	3
Hastings to Grandique..	20
Grandique to Poulamond..	3
Poulamond to St. Peter's..	10
St. Peter's to Johnston's Harbour..	8
Johnston's Harbour to Irish Cove..	10
Irish Cove to Big Pond..	8
Big Pond to North Side East Bay..	7
North Side East Bay to South Side East Bay..	7
South Side East Bay to Castle Bay..	25
Castle Bay to Sydney..	66
Total..	328

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.			N. H. P.	Speed.	BUILT.		
	Length	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.			At	In	Of
	Ft.	Ft.	Ft.											
Weymouth..	102.7	19	7.6	106	154	100	100	Nil.	Nil.	26	9	Weymouth.	1890	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	TONS OF FREIGHT CARRIED.		Live Stock.	MAILS.		Subsidy Paid.
			Weight	Measure- ment.		Lock Bags.	Tied Sacks.	
1911.....	22	128	90	225	5	Nil.	Nil.	\$5,000
1912.....	32	217	730	Nil.	20	Nil.	Nil.	4,000
1913.....	35½	205	850	Nil.	Nil.	Nil.	Nil.	5,500
1914.....	33	40	1,125	Nil.	Nil.	Nil.	Nil.	5,500
1915.....	32	{In.....17 Out.... 8	190 785	Nil.	10	Nil.	Nil.	5,500
	Total...	25	975		10			

SESSIONAL PAPER No. 10e

SUPERVISION OF SUBSIDIZED STEAMSHIP SERVICES.

Vote 219.—Expenses in connection with the supervision of subsidized steamship services—

1915-16	\$3,000
1916-17	3,000

By Order in Council of April 10, 1912, Mr. W. E. Tupper, of Digby, N.S., was appointed Supervising Officer of Subsidized Steamship Services. His salary is \$2,000 per annum, and he is allowed the usual travelling and other contingent expenses.

The following is Mr. Tupper's report on the work done by him in 1915.

OTTAWA, January 1, 1916.

F. C. T. O'HARA, Esq.,

Deputy Minister, Department of Trade and Commerce,
Ottawa.

SIR,—As Supervisor of Subsidized Steamship Services I beg to submit my report on the services inspected in 1915.

During the year forty-one services were inspected and I am pleased to report that the steamers performing the services were found, with few exceptions, in satisfactory condition. Generally speaking, steamers are adaptable, the facilities for handling passengers and freight adequate, accommodation well maintained, food of good quality and well served and sanitary conditions satisfactory.

I am pleased to report, further, that with few exceptions, contract ports of call received a regular service. It was observed that the comparatively few complaints in regard to the irregularity of calls were in connection with services the nature of which does not admit of unfailing regularity on all trips and in all weather.

Very few complaints as to shortage in freight, breakage or rough handling were received. In the majority of cases where freight was landed in a damaged condition damage was due to neglect on the part of the shippers to properly crate freight, rather than to careless handling on the steamer.

Freight rates were inspected and are considered reasonable. In a few cases an increased rate on certain articles was noted. In view, however, of the advanced cost of operation and maintenance, particularly during the last few years, the increases in question are considered justifiable.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) W. E. TUPPER.

Supervising Officer.

AUTHORIZED BY STATUTE.

(1-2 Geo. V., Chap. 25.)

CANADA, CHINA AND JAPAN.

CANADIAN PACIFIC RAILWAY Co.

Contract No. 39.

T. & C. File No. 15880.

1915-16	\$121,666 66
1916-17	121,666 66

(See page 39.)

AUTHORIZED BY STATUTE.
(8-9 Edward VII, Chapter 36.)

CANADA AND FRANCE.

H. AND A. ALLAN.

Contract No. 32.
T. & C. File 14373.

1915-16	\$200,000
1916-17	200,000

Contractors.—H. and A. Allan, of Montreal, Que.

Date of Contract.—February 9, 1912.

Duration of Contract.—From the opening of navigation, 1912, to the opening of navigation, 1917.

Service.—Not less than fifteen round voyages, or more than thirty round voyages, yearly between Canada and France, with not less than three of the following steamships:—*Scotian, Ionian, Lake Erie, Corinthian, Sicilian, Pomeranian* and *Sardinian*.

The *Pomeranian* and *Sardinian* shall only be employed in the service upon obtaining the approval of the minister therefor, and then only during the season of closed navigation in the St. Lawrence river.

Not less than three of the above steamships are to be employed, each of which shall not be less than 3,000 tons gross, with a carrying capacity of 4,500 tons for freight, and with such cold storage accommodation as the minister may require.

From May to November, inclusive, in each year, there shall be run not less than two full round voyages each month, and during the remaining months of December to April, inclusive, the remaining voyages shall be performed.

Ports of Call.—Terminal ports in Canada:—

During the season of St. Lawrence navigation, Montreal or Quebec.

During the season of closed navigation on the St. Lawrence, Halifax or St. John, at contractor's option, subject to the approval of the minister.

Ports of call in France, upon each eastbound or westbound trip:—Cherbourg or Havre, or both, at the option of the contractors. Each eastbound trip may be extended, at the option of the contractors, to a port or ports in Great Britain; provided that the first port of call after leaving Canada shall be a port in France, and that the last port of departure for Canada shall also be a port in France.

Speed Required.—A minimum of 10 knots. The average speed of all the steamships engaged in the service in any one year shall not be less than 12½ knots. And at the conclusion of each year's service, if the said average speed has not been attained there shall be a pro rata deduction in the total subsidy for the year otherwise payable of \$555.55 per knot for each knot (and so in proportion for each fraction of a knot) less than 12½ knots, such deduction to apply to each voyage of the steamships engaged in the service.

Subsidy.—\$5,555.55 for each round voyage completed at an average speed of 10 knots, and \$555.55 extra for each knot exceeding 10 knots; provided that the total amount of subsidy claimed or paid for each year's service shall not exceed \$200,000.

Subsidy is payable quarterly, in July, October, January and April.

The average speed of all the steamships engaged in the service in any one year shall not be less than 12½ knots; and at the conclusion of each year's service, if the said average speed has not been attained, there shall be a pro rata deduction in the total subsidy for the year otherwise payable of \$555.55 per knot for each knot (and so in proportion for each fraction of a knot) less than said average speed of 12½ knots, such deduction to apply to each voyage of the steamships engaged in the service.

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Freight Rates.—The rates charged for freights to or from any Canadian port included in this contract shall not exceed the rates charged by regular passenger steamers of the same class to or from New York, Boston or Portland, and the minister may at any time revise the rates if he deem it advisable.

No discrimination of any kind shall be made against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers.

Intercolonial Railway Clause.—Included.

Canadian Trade Commissioners.—To be carried free.

Mails.—To be carried free.

DISTANCES.

	Miles
Montreal to Quebec..	139
Quebec to Havre..	2,811
St. John to Halifax..	292
Halifax to Havre..	2,705
Havre to London..	200

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed, knots.	BUILT.		
	Length	Breadth	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							Cu. ft.					
Corinthian..	430	54.2	28.2	4,046	6,270	5,146	32	170	800	12,732	447	12	Belfast....	1900	Steel.
Sicilian...	430	54.2	28.2	3,963	6,229	5,157	32	170	800	14,966	442	12	Belfast....	1899	Steel.
Sardinian...	400	42.3	34.6	2,788	4,349	4,324	Nil.	147	424	7,500	316	11	Greenock.	1875	Iron.
Pomeranian	381	43.8	33.1	2,700	4,207	3,127	Nil.	120	548	16,211	316	11	Hull.....	1882	Iron.
Lake Erie..	446	52.0	35.5	4,846	7,535	4,641	Nil.	126	750	17,287	660	12½	Glasgow..	1900	Steel.
Scotian.....	515.3	59.8	23.8	6,442	10,322	4,856	Nil.	406	1,012	20,715	1,126	15	Belfast....	1898	Steel.
Ionian.....	470	57.5	37	5,324	8,268	5,142	Nil.	326	1,000	12,610	604	14	Belfast....	1901	Steel.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips run.	Number of Passengers Carried.		Tons of Freight Carried.		Live Stock.	Bags Mails.	Subsidies Paid.
1907.....	20	4,690		24,473		Not stated.	Not stated.	\$111,111 00
		2nd Class.	3rd Class.	Weight.	Meas.			
1908.....	24½	1,056	1,813	19,231	5,534	Nil.	1	\$136,110 98
1909.....	24½	1,116	1,873	14,964	9,888	Nil.	16	136,110 98
1910.....	30½	1,595	2,781	19,565	21,061	Nil.	9	190,832 96
1911.....	28	1,116	1,873	14,964	9,888	Nil.	15	175,694 60
1912.....	30	1,791	4,227	18,426	13,153	Nil.	259	203,704 93
1913.....	30	2,150	5,721	15,976	10,867	Nil.	246	202,831 16
1914.....	17	828	2,812	10,937	8,318	Nil.	401	103,310 91
1915.....	17½	In 53 Out 15	84 46	1,896 1,454	4,264 198	Nil. Nil.	87 76	101,346 88
	Total...	68	130	3,350	4,462	Nil.	163	

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$
1912.....	7,779	5,590½	1,144,655	1,863	213½	156,074	9,642	5,804	1,300,729
1913.....	9,241	2,536	1,170,884	498	660	42,155	9,739	3,196	1,213,039
1914.....	6,857	3,874	1,087,449	244	302	146,225	7,101	4,176	1,233,674
1915.....	1,452	183	536,461	2	15	9,862	1,454	198	546,323

PRINCIPAL ARTICLES EXPORTED.

FROM HALIFAX.

All Canadian Origin.—Nil.

FROM ST. JOHN.

Canadian Origin.—Peas, meats, lobsters, crockery, shoes and roofing.

United States Origin.—Nil.

FROM MONTREAL.

Canadian Origin.—Peas, canned lobsters, canned meats, leather, canned salmon, and pork.

United States Origin.—Bismuth and bromide.

FROM QUEBEC.

Canadian Origin.—Canned lobsters, canned salmon, live dogs and equipment.

United States Origin.—Live dogs and equipment.

SOME CLAUSES COMMON TO ALL CONTRACTS.

NOTE.—Some of the principal sections common to all contracts, and as such here-inbefore frequently referred to, read as follows:—

Proof of Performance of Service to be Furnished

The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the Minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the Minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance of their part of the services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as

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hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the Minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the Minister with regard to the said steamers in the performance of this contract.

Financial Statements.

It is further understood and agreed that the contractors whenever so required shall furnish the Minister with such financial statement or statements as he may desire from time to time respecting all revenues derived from and all expenditures in connection with the conduct of the service herein provided for.

British Subjects.

It is further understood and agreed by the contractors, that two-thirds of the total number of officers, engineers, stewards, crew or other employees whatsoever upon the steamships engaged in the performance of the service herein contracted for, shall be British subjects, but the non-observance of this clause shall not constitute a violation of this contract in such individual cases as may from time to time be approved by the Minister in writing.

Equipment of Steamers.

The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully seaworthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freight to be carried over the route specified; and shall at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the Minister.

Carriage of Mails.

The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf or under the direction of the postal authorities of Canada, or those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destination at the terminal port or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

Accommodation for Mails.

The said steamers shall be provided with sufficient and convenient accommodation and protection for all such mails, to the satisfaction of the Honourable the Postmaster General of Canada for the time being, and the contractor shall further take all reasonable and necessary precautions for the protection of such mails, while upon the said

Definition of term "Mails."

steamers or while in the contractor's charge or custody, from loss, damage or injury, in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question, as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the offices.

No Letters except H. M. Mails to be Carried.

The contractors shall not, nor shall any of their agents or servants, or officers or crews of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty's mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada for the time being.

Government officials to be carried free of Charge.

The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers, shall be carried free of charge.

Proper accounts to be Kept.

The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which, in the opinion of the minister, may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

Substitute for Disabled steamers.

It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

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Freight and Passenger Tariffs—Proof of Performance of Service to be Furnished.

The contractors shall carry on each steamer running under this contract, according to its capacity, on all voyages, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, which may be from time to time approved by the minister; and the contractors shall furnish to the minister such documents, information and evidence as may be required by the minister, to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the minister to prove the performance of the service herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

Deductions from Subsidy—Time-tables to be furnished—Docking Disabled Steamers.

Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the Minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractor's shall at least two weeks prior to the first sailing under this contract furnish to the Minister time-tables showing the proposed sailings, and upon the same being approved by the Minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the Minister, does not sail from a terminal port as herein specified within of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the Minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of the subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

Freight and Passenger Rates to be Approved by the Minister.

(Inserted in contracts for ocean services only.)

The contractors shall at least three weeks prior to the first sailing under this contract, furnish to the Minister a schedule of the freight rates proposed which schedule shall be subject to the approval of the Minister, and after being approved by him shall not be changed except with his consent; and the Minister may at any time, if he deem it advisable, fix the maximum rates to be charged between the different ports, on both east and westbound trips, on any article or class of goods, and the con-

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tractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the Minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly, against Canadian merchants, or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on eastbound trips, sailing from or as hereinbefore provided, on through bills of lading from any place in the provinces of Ontario and Quebec, or from any Canadian points farther west, shall in no case be greater than from the same place to via any United States route or port; and on westbound trips the rates from to any place in Ontario or Quebec, or other Canadian points farther west, shall be as favourable as via any United State route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of or and aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of the fact being furnished to the Minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

Publicity of tariff charges.

The freight and passenger rates charged by the contractors over said route may at any time be required to be approved of by the Minister, whose decision shall be final, and the said freight and passenger rates shall be made available at all times to the public at the head office and the agencies of the contractors.

Calls at Foreign Ports.

The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.

Carrying of nitro-glycerine or dangerous articles.

The contractor shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the Minister shall be considered dangerous.

Subsidy subject to vote of Canadian Parliament.

It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified being provided for the purpose by a vote of the parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damage.

Minister's right to terminate contract.

It is declared to be the true intent and meaning of these presents, that the Minister shall have the right at any time during the continuance of this contract, upon 30 days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the Minister that there has been any breach on that part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein

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contained and entered into on the part of the contractors; and it is declared and agreed that the Minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

Assignment of contract.

This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the Minister to such assignment having been first obtained.

Canadian members of parliament not admitted to share in contract.

It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

Changes in contract.

The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

Minister to be final judge as to full carrying out of contract.

The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.

Transportation of Trade Commissioners.

(Inserted in contracts for ocean services.)

The Canadian Trade Commissioners and their wives, children and servants, or Canadian Commercial Agents, shall be granted free transportation, meals included, with first-class accommodation and free transportation for their household effects, upon any steamships employed by the contractors in the performance of this contract when requested so to do by the Minister, and when the said Commissioner or Commercial Agent is travelling upon his official duties or being transferred from one official post to another.

Intercolonial Railway Clause.

(Inserted in contracts for Atlantic ocean services.)

It is hereby agreed by the contractors that as the aid herein expressed and provided for by the Canadian Government is for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels, the company accepts the aid on these conditions and agrees that all freight booked or carried by the said steamships from a port in the United Kingdom and during the time these make Halifax or St. John their terminal port, shall, when not otherwise expressly routed by shippers or consignees, be delivered to the Intercolonial Railway at Halifax or St. John for shipment to final destination in Canada, provided that the rates demanded by the Intercolonial Railway shall not be in excess of the rates charged by any other railway company from said ports to final destination in Canada.

(a) Contractors are to hand over to the Intercolonial Railway at Halifax passengers for points in the Maritime Provinces or the Province of Quebec, providing the route of such passengers is controlled by the contractors and that they are not otherwise routed. It is further agreed that the contractors through their agents in Canada shall see that they have all such freight for export as may be secured by them for a port in the United Kingdom at which the subsidized line may call delivered to the Intercolonial Railway at Montreal.

Calls at Government Wharves.

(Inserted in contracts for local services.)

In consideration of the subsidy herein stipulated the contractors agree to call at all Government wharves when such is practicable and when such wharves are available.

Handling of perishable products.

(Inserted in contracts for Atlantic ocean services.)

The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.

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